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PUBLISHERS' PREFACE.

This volume has been prepared to present the substance of modern geographical knowledge, within moderate limits and in an elegant form. It is designed to be a book of great value in respect to the fullness and accuracy of its information, and in the facility with which information may be derived from it. This Atlas differs from all others previously published in many respects. Its maps of the continents and their national divisions are of much less size than those previously engraved; and yet they are in every respect equal in accuracy and appearance. Hence, this work must be vastly more acceptable to the public than the atlases generally published, which have always been of large size, and so costly as to be beyond the means of the great mass of the people. The price of this Atlas is but a fraction of the cost of works of similar design. This work contains much later information than any other; not only are its maps engraved according to the most recent surveys, but its descriptions of the different countries comprise facts of high importance, obtained from late official returns, which have not been published.

The plan of this Atlas is at once both so perspicuous and so comprehensive, that its merits are manifest at a glance—superseding the necessity of any argument with those who give it even a hasty examination. The most distinguishing feature of its maps is, that though they are of small size, they yet present a correct and clear delineation of the natural features of the countries, with accurate outlines of their various political divisions. In all those States in which the counties are subdivided into townships, the names of the latter are given on the map by means of their initial and final letters. On the opposite page the same letters are repeated, in immediate connection with the full names of the towns or townships, alphabetically arranged. Hence, this work in part consists of a complete Township Atlas of the United States; the table just alluded to instantly points out the location of any town; and the map shows its position in its County and State. In the Western States, which were surveyed under direction of the General Government, all the "base lines" and the "principal

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meridians" are correctly stated, so that the minutest locality may be ascertained in a moment. The maps of other countries are prepared with similar accuracy. All of the maps have been engraved by the cerographic process, discovered by Mr. Morse, and used *only* by us.

The descriptions of the countries have been prepared with the view of presenting a succinct account of each; in which all their important natural features, their principal branches of productive industry, their population, and their chief cities are described, in articles that have space and prominence proportioned, as nearly as can be conveniently done, to their real and comparative importance. This part of the volume includes not only an outline of the facts obtained by the last National Census, but of those obtained by the several State Censuses which were taken during 1851–55; and in many instances, important information, derived from official sources and relating to the year 1856, has been incorporated with the returns just mentioned. While particular attention has been given to the fullness and accuracy of the statistics, in order that the work may be valuable for reliable reference, it has been the design of the author to present these facts in such a manner that the book will be interesting to the general reader.

At the commencement of the work there is an "Outline of Physical Geography," illustrated by many special maps and engravings, and comprising a complete synopsis of this science. This subject has not yet received general attention, and ours is the first attempt to bring it within the grasp of all.

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THE

WORLD IN MINIATURE.

INTRODUCTION.

The Earth is the third, in the order of distance from the sun, of the planets of the solar system. These planets, the number of which, exclusive of the asteroids, is eight, are all great worlds, of a size commensurate with the Earth, and several of them are much greater. They are situated at different distances from the sun, around which they are constantly revolving in orbits that are nearly circular, and at regular periods. Certain remarkable characteristics are common to them, viz.: they all revolve in the same direction around the sun, their orbits are all nearly circular, the planes of their orbits are but slightly inclined to each other, they are all nearly globular, and they all revolve on axes; the moons of the planets also follow the same general laws. Astronomy teaches that there are certain laws by which all these planets are most intimately connected with each other, as well as with the sun, and hence they are to be considered as forming a family of worlds, united by inseparable bond sof mutual relationship.

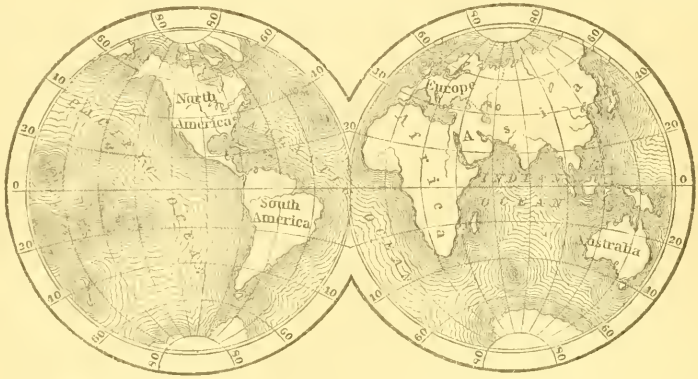
The earth has the form of a spheroid, differing from a perfect sphere by being slightly flattened at the poles; or, which is the same thing, by being slightly protuberant at the equator. According to Prof. Bessel, the greater or equatorial diameter is 7,925·604 miles, (English statute,) and the lesser or polar diameter is 7,899·114 miles, showing a difference of very nearly 26·5 miles, which is the amount of the polar compression. The equatorial circumference of the earth is 24,899 miles.

The earth has a twofold motion, diurnal and annual. Its diurnal motion consists in its revolution from west to east, upon an imaginary line passing through its centre from north to south; this diameter is termed the earth's axis, and its extremities are termed the poles. This motion causes the alternations of day and night. The exact period of this revolution is 23 hours, 56 minutes, and 4·09 seconds. The annual motion of the earth consists in its revolution around the sun, which is completed in 365 days, 6 hours, 9 minutes, and 9·6 seconds of mean solar time. If the axis of the earth was perpendicular to the plane of its orbit, there would be little or no variation of temperature in the course of the year. But the axis has a permanent inclination, viz.: the angle of 23° 28′, and thus, as the earth proceeds in its annual course, a slight change is daily produced in the angle which the sun's rays make in striking upon any particular portion of the earth's surface. Hence, a considerable or great variation of temperature occurs regularly in the

course of every year in the different latitudes, (excepting, however, the equatorial region, which steadily receives the largest amount of the sun's influence). This variation, which produces the seasons, also effects a more general diffusion of heat from pole to pole. The inclination of the earth's axis produces, moreover, the varying durations of day and night at different periods of the year. The path described by this motion of the earth is called the ecliptic.

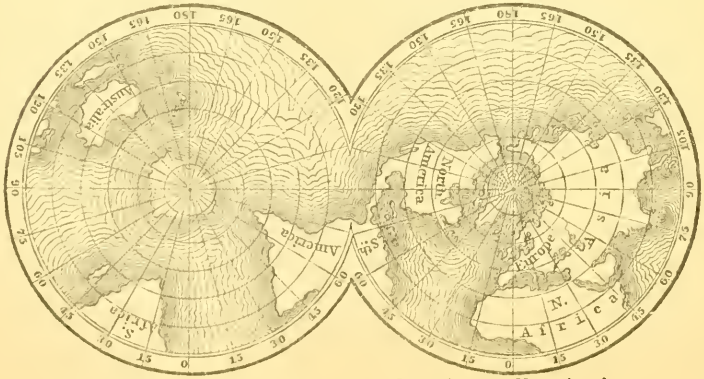
The superficial area of the earth is equal to about 196,500,000 English square miles. By referring to the accompanying map of the world on an equatorial projection, it will be seen that the land portion occupies but little more than one-fourth of the whole surface, and its distribution is very unequal. The extent of land in the Eastern Hemisphere is at least two and a half times

Map of the World on an Equatorial Projection.



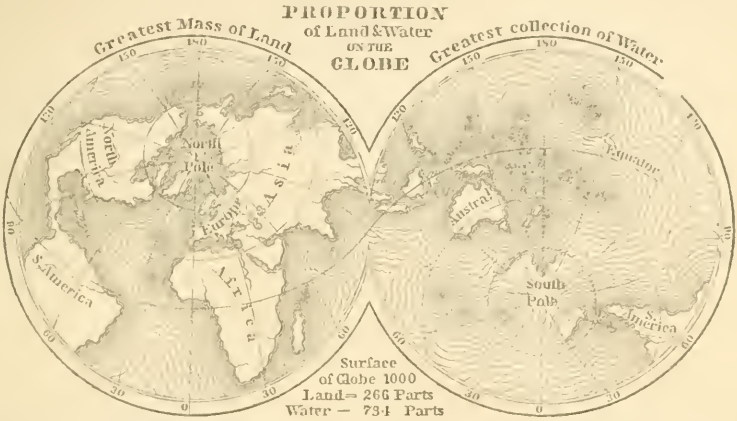
Western Hemisphere. Eastern Hemisphere.

Map of the World on a Polar Projection.



Southern Hemisphere. Northern Hemisphere.

greater than that in the Western Hemisphere; and the extent of land north of the equator is three times greater than that south of it. It is a remarkable fact that if we divide the globe by a great circle passing to the south of Africa, through the southern extremity of Asia, and intersecting South America, we thereby bring into the northern one of the two hemispheres thus formed, nearly all of the land portion of the globe, and the other is occupied almost entirely



by water. The map showing this feature is projected upon the plane of the horizon of London, which thus occupies nearly the centre of the Land Hemisphere. This circumstance explains, in a great degree, how it is that London has become the chief city and commercial metropolis of the earth; it occupies the best position in the world for that very purpose. In the Water Hemisphere, the most central point is New Zealand.

The latitude of a place on the earth's surface is its angular distance from the equator, measured on its own terrestrial meridian: it is reckoned in degrees, minutes and seconds, from 0 up to 90°, and north or south according to the hemisphere the place is in. Thus, the Observatory at Greenwich, Eng., is situated in 51° 28′ 40″ north latitude. Parallels of latitude are small circles on the earth's surface, parallel to the equator.

Meridians are great circles on the earth's surface passing through both poles. The longitude of a place is reckoned east or west of some selected meridian. The meridian of the Royal Observatory at Greenwich, is used for this purpose more than any other meridian. The longitude of a place is, therefore, measured by the arc of the equator intercepted between the meridian of the place and that of Greenwich, or, which is the same thing, by the spherical angle at the pole included between these meridians. The meridian of the National Observatory at Washington, D. C., is 77° 2′ 48″ west from Greenwich.

The Tropics are two parallels of latitude, one on the north and the other on the south side of the equator, from which each is distant 23° 28′. The north one is called the Tropic of Cancer, and the south one the Tropic of Capricorn; the sun

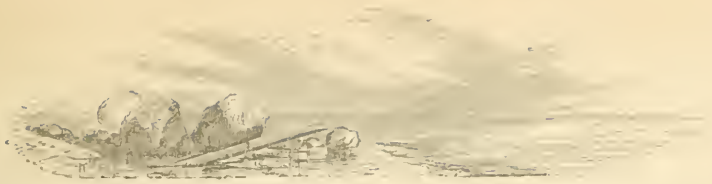
passes vertically over the former on the 21st of June, and over the latter on 21st of December.

The Arctic and Antarctic Circles are two parallels of latitude, as distant, respectively, from the north and south poles as the tropics are from the equator, that is, 23° 28′; their latitudes, therefore, are 66° 32′.

The Zones of the earth's surface are five divisions formed by the tropics and polar circles. The Torrid Zone lies between the tropics, the Temperate Zones lie between the tropics and polar circles, and the Frigid Zones comprise the regions between the polar circles and the poles.

The extreme elevation of land does not exceed five and a half miles, while the mean elevation of the whole continental land probably falls short of 1,000 feet. The extreme depression of land, or greatest depth of the sea, has also been supposed not materially to exceed five or six miles, with probably a mean depth of ocean corresponding somewhat to the mean elevation of the land. The irregularities of the earth's surface give rise to mountain ranges, plateaux or table-lands, level plains, and long-extended valleys, as also to the flow of springs and rivers, to the formation of lakes and inland seas, and consequently, to the universal system of natural drainage by which the land becomes a fit abode of plants and animals.

PEAK OF TENERIFFE.



OUTLINES OF PHYSICAL GEOGRAPHY.

The extent of the science, or sciences, which the term Geography comprehends, is so great, that it has become necessary to treat of it in divisions. Physical Geography treats of the earth as it exists in its natural state, embracing a description of its surface, of the mass of waters forming its oceans, lakes and rivers, of the atmosphere by which it is surrounded, and of those laws which regulate the distribution of organic beings that cover its surface. Although a special subject, it is not a distinct science, but rather a combination of sciences for the purpose of investigating the relations which exist between the various phenomena of material nature. It investigates the laws which were in operation in the formation of the surface of the globe, it treats of the successive changes which it has undergone, and considers the effects of the influences of climate and temperature to which it is now subjected. This department of study has but recently been formed, having been developed by the general activity and intellectual character of this age. The immense number of facts collected by able observers in various parts of the globe have been carefully compared and combined by the most eminent men of science, and from their elaborate investigations the knowledge requisite for describing the natural state of the earth has been obtained. To Baron Humboldt, especially, the scientific world is indebted for the thorough organization of this department of knowledge. From his works, and from Prof. A. K. Johnston's Atlas of Physical Geography, the materials and maps for this chapter have been chiefly derived. This branch of knowledge shows that the physical system of the earth is a chain of harmonies intimately connected together, and the result of one grand and comprehensive design, all acting for and in accordance with the general good of the whole. The solid earth, with its diversified surface of hill and valley, rivers and oceans, is the frame-work and support of the system. The atmosphere forms a gorgeous canopy for ever-dropping dews and moisture to refresh the soil. Under these influences, countless vegetable forms live and flourish, and myriads of organic sensitive beings, in size and form from the smallest point up to the huge elephant or intellectual man, inhabit the surface of the earth. Thereby we become acquainted with the living and active operations of nature, and the beautiful and appropriate bearings of her relative dependencies.

Geology investigates the crust of the earth, the materials of which it is composed, the changes to which it has been subjected, and the causes of those changes. By the crust of the earth is meant the external shell or covering of solid matter, accessible to the investigations of man. Since the time of its formation, this crust has been the theatre of great changes, which are in-

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Central Fire?

25. Present surface of the Earth. 24. Erratic blocks or boulders. 23. Alluvial (matter carried down by rivers). 22. Diluvial or Drift (thick beds of compact clay, containing stones of various sizes, lying above the hard rocks).		Diluvial Formation.	Superficial Accumulations.	The Tertiary Fossiliferous, or Alluvial Formation contains the first traces of Man and most of the other species of existing animals and plants; also the relics of gigantic birds.	Stratified (called Aqueous or Sedimentary; formed by the action of the elements on the older rocks, wearing them down and depositing them in the waters, where they are re-formed into layers or strata.
21. Pliocene (more recent). 20. Miocene (less recent). 19. Eocene (dawn of recent).	Cretaceous Formation.		Tertiary.	The Secondary Fossiliferous, or Mesozoic Formation, contains relics of birds, reptiles, fishes, crustacea, plants, etc. The Tertiary Period contains relics of viz.: (21) Pliocene Period, elephant, ox, deer, dolphin, seal, walrus, whale, kangaroo, pigeon, raven, duck, lark, etc.; poplars, willows, elms, chestnuts, etc. (20) Miocene Period,—ape, tapir, rhinoceros, mastodon, hippopotamus, horse, &c. (19) Eocene Period,—Mammalia; bats, wolf, fox, raccoon, dormouse, squirrel, serpents, fresh-water tortoises; buzzard, owl, quail, woodcock, pelican, albatross, vulture, and extinct species of fishes. In the Upper Secondary class, the relics of gigantic animals of saurian or lizard tribe, also gigantic birds; sea-weeds and pines. The Weald beds abound in terrestrial and fresh-water remains.	
18. Chalk. 17. Sandstone. 16. Weald beds (clay). 15. White Lias. 14. Brown Lias. 13. Black Lias. (Limestone shales, marl, and some sandstones.)		Oolitic Formation.	Upper Secondary.		
12. Variegated Marl (grits). 11. Shell Limestone. 10. Variegated Sandstone. 9. Limestone, or Magnesian Limestone.		New Red Sandstone Formation.	Middle Secondary.	The Primary Fossiliferous, or Paleozoic Formation, in which the first forms of life, animal and vegetable, have been discovered, contain marine shells, crustacea, fishes, flowerless marine plants and flowering land plants, reptiles, mammalia, traces of birds and tortoises. In the Carboniferous Formation, the remains of huge trees, especially ferns, abound, which have been converted into immense coal-beds. In the Graywacke Formation are sea-weeds, and land-plants of simple structure.	
8. Lower Red Sandstone.					
7. Stone, or hard Coal. 6. Carboniferous Limestone.		Carboniferous Formation.			
5. Devonian, or Old Red Sandstone. 4. Silurian. 3. Cambrian.		Graywacke, or Transition Formation.	Lower Secondary.		
2. Slate.		Gneiss, Mica-schist, Clay Formation.	Primary, or Metamorphic Class.	The Azoic Period or Formation, in which no signs of life have been discovered.	Inferior stratified.
1. Massive, shapeless rocks, Gneiss, Porphyry, etc. Granite is the lowest rock.					Unstratified, called Igneous. (formed by fire.)

dicated by successive series of organic remains, and have been termed geological Epochs or Eras. The materials of which the earth's surface is composed are arranged under two great divisions,—igneous and sedimentary rocks.

The igneous rocks are formed by the action of heat under superincumbent pressure, and are composed of an aggregate of crystalline particles, without any order of stratification. Of these the chief is granite, which is the lowest of all rocks, and forms the basis on which the others rest; it also penetrates the overlying strata in veins of various magnitude, and in many places has been upheaved so as to form the summits of the loftiest mountains. Greenstone or Trap-rocks have been thrown up at different periods, and pervade, more or less all the secondary strata. Volcanic rocks are of the same material as the preceding, but their forms of structure are varied; they are the products of the most recent of the igneous actions.

Sedimentary rocks are composed of the fragments of older rocks, worn down by the action of the elements and deposited in the ocean, whence, by pressure, heat, and chemical agency, they were re-formed into new masses, with a stratified and more or less slaty structure. The lowest of these rocks is called gneiss, which is succeeded by the slates, (mica, talc, chlorite and clay); these contain no organic remains. Then follow the Silurian, Old Red Sandstone or Devonian, the Carboniferous or Coal, the New Red Sandstone, (the Lias,) the Oolite, (the Wealden,) and the Chalk, or Cretaceous formations or systems; and then the Tertiary, and Diluvial formations. The Alluvial formation is the most recent of the Diluvial, and includes the river deposits now going on. Above these is the recent soil, composed of earthy matter, and decomposed portions of plants and animals.

The order of the succession of the strata which compose the earth's crust is nowhere inverted; although no locality contains the entire series, yet those which are found together invariably follow in the same succession. These strata were successively formed in the growth or development of the earth, resulting from the many and vast changes which took place at very early periods. Each stratum marks a distinct period, and is characterized by its own flora and fauna.

Changes in the earth's crust are constantly occurring. The general aspect, or the great outline of the form of its surface, has probably remained nearly the same since the subsidence of the deluge; but this is comparatively a brief period. The changes that are now being made by natural agencies, appear to be of limited extent, affecting chiefly the localities in which they occur. Of these, perhaps the most important are those produced by earthquakes and volcanoes in different parts of the world; the formation of reefs and coral islands in the Pacific and Indian Oceans; and the results of the constant action of the water upon the land. The atmosphere, the ocean and rivers, are continually acting upon the solid crust, and wearing it down into the beds of the seas, and it is there reconsolidated into new strata. An internal igneous process is also forcing up, at intervals of time, and also at different localities, masses of crystalline rocks under the varied forms of granites, trap-rocks, porphyries, and lavas, which tend to elevate certain portions of the earth's surface, and thus compensate for the levelling agencies of the ocean and atmosphere. By these successive agencies the dry land of continents and islands is slowly but incessantly being

CHART

OF THE

OCEAN CURRENTS.

removed into the ocean, while new lands are as certainly raised from the ocean-depths; and thus the mass of dry land on the earth's surface is continually changing its position, as well as its bulk and superficial surface. These relative changes of land and ocean give rise to changes of local temperatures and climates, and also materially influence the distribution of plants and animals, not only as regards relative equatorial position or parallels of latitude, but also as regards the longitudinal distribution of organic beings.

The great oceanic mass of waters is continuous around the earth, it being only interrupted partially by the intervention of the continents. As thus interrupted, it consists mainly of three great basins—the Pacific, Atlantic, and Indian Oceans. To these may be added two other divisions, the Arctic and Antarctic Oceans, by which names are respectively distinguished the bodies of water situated within the Arctic and Antarctic Circles. There are, however, no natural limits to these last-named divisions; the Arctic Ocean seems to belong naturally to the basin of the Atlantic, and the Antarctic is equally connected with the waters of the Pacific, Atlantic, and Indian Oceans. The Pacific Ocean occupies more than one-third of the earth's surface.

The movements of the ocean are of three kinds, namely: the Currents, which are produced by a variety of causes; Tides, which result chiefly from the attraction of the moon and sun; and Waves, which are produced by the wind.

The Currents of the ocean perform a most important part in the economy of nature, and a knowledge of their characteristics is of the utmost consequence to navigation, besides being interesting to every branch of physical inquiry. They are distinguished as constant, periodical, and variable currents. Constant currents, are produced by the combined influence of an inequality of temperature in the waters of the ocean (resulting from the unequal influence of the heating power of the sun's rays in different latitudes), the rotation of the earth, the relative saltness of the water, and the trade-winds. The heat of the torrid zone diminishes the specific gravity of the surface water near the equator; and the waters near the poles move towards the equator in order to restore the equilibrium. This circumstance, combined with the rotation of the earth (which attracts the water in the direction of that point where the centrifugal force is greatest), causes large streams to descend from both poles towards the equator.

The constant ocean currents commence near the south pole, under the name of the Antarctic Drift Current, which, after pouring a stream of cold water along the shores of Chile and Peru, flows west (called the Equatorial current) through the Pacific Ocean, where it occupies the entire space between the tropics, to the Malay Archipelago, by which, and the shores of China, its progress is interrupted. It enters the Indian Ocean, and flows west between the parallels of latitude 10° and 25° S., until, in long. 63° 25′ E., it turns north-west, and passing the north end of Madagascar, enters the Mozambique Channel, and flowing along the south-east coast of Africa, enters the Atlantic Ocean by the Cape current. The direction of the stream is now northward, along the west coast of Africa, until, near the equator, it is carried due west by the main Equatorial current of the Atlantic, which, entering the Gulf of Mexico, originates the Gulf Stream. This remarkable current of heated water extends across the North Atlantic, and is then turned southward

by the cold currents from the Arctic Ocean; and in the southern hemisphere, a stream is understood to flow from the Atlantic, south of the Cape Horn current, into the Pacific Ocean, in order to commence anew the circuit of the globe. The velocity of these currents varies; the average in some of them is equal to 60 miles in a day. These currents have a vast influence. While they carry the temperature of one zone into that of another, they sometimes promote, and sometimes retard, the distribution of the races of men, and the commercial intercourse of civilized nations.

The TIDES are regular alternate risings and fallings of the waters of the ocean, and of the bays, rivers, etc., which communicate freely with it. They are caused by the attraction of the moon and sun, in connection with the diurnal rotation of the earth. The water rises, or flows, by degrees, about 6 hours; it remains stationary about a quarter of an hour; and it then falls or ebbs, during another 6 hours, to rise again after a brief repose. Thus there are two seasons of high and low water, in every lunar day. The heights to which successive tides rise differ greatly in different portions of the globe, and are everywhere variable. In the open ocean the tidal wave is only a few feet in height; but, in confined seas, as in the Bay of Fundy, it sometimes rises to 60 feet.

The accompanying chart shows the progress of the wave of high water, and the hour of high water in Greenwich time, at new and full moon. The figures on the wave lines indicate the time, or the hour, of high water. Thus, commencing with the tidal wave at Van Diemen's Land, (the island lying near the south-east extremity of Australia: the wave is supposed to be at that point, producing high water at twelve o'clock, midnight; proceeding westward, it will, by twelve o'clock, noon, of the ensuing day, have nearly reached the point of the Peninsula of Hindostan, and at one o'clock in the afternoon it is at the Cape of Good Hope. Here it enters the Atlantic, and proceeding northwards, brings high water at the same hours to the western coasts of Africa and the eastern shores of America. The southern part of the great original wave, on reaching Cape Horn, proceeds across the Pacific Ocean and along the western coast of America. In the representation of its course, the reader will notice that the lines in some parts are crowded together closely, while in others they are wide apart. This indicates that the tide wave is moving with various velocity. Across the Southern Ocean, it seems to travel nearly 1,000 miles an hour, and through the Atlantic scarcely less; but near some of the shores, as on the coast of India, on the east of Cape Horn, and in other sections, it travels very slowly. The high velocities are invariably found to exist where the water is deep, while the low velocities occur in shallow water.

The tidal influence of the moon has been calculated to be, on the average, about two and a half times greater than that of the sun, since the efficacy of the moon fluctuates between the extremes 43 and 59, while that of the sun ranges between 19 and 21. These influences sometimes act in conjunction, and sometimes in opposition; and this alternate mutual reinforcement and opposition results in the formation of what are called the spring and neap tides. The spring-tide is the sum of the solar and lunar tides; the neap-tide is their difference. Hence, the highest spring-tide will be to the lowest neap-tide as 59 plus 21 to 43 minus 19, or 80 to 24, or 10 to 3.

CHART OF TIDAL LINES.

The Tidal Wave originates in the great zone of waters which surround the south pole. In deep water it moves uniformly and with great velocity; at the Equator its velocity is at the rate of 1,000 miles per hour, while in shallow water its rate is slower, in proportion to the depth. The particles of water do not move forward, but the undulation merely, except in very shallow water or where it approaches the shore.

CHART OF RIVER BASINS.

LENGTHS OF THE PRINCIPAL RIVERS OF THE GLOBE.

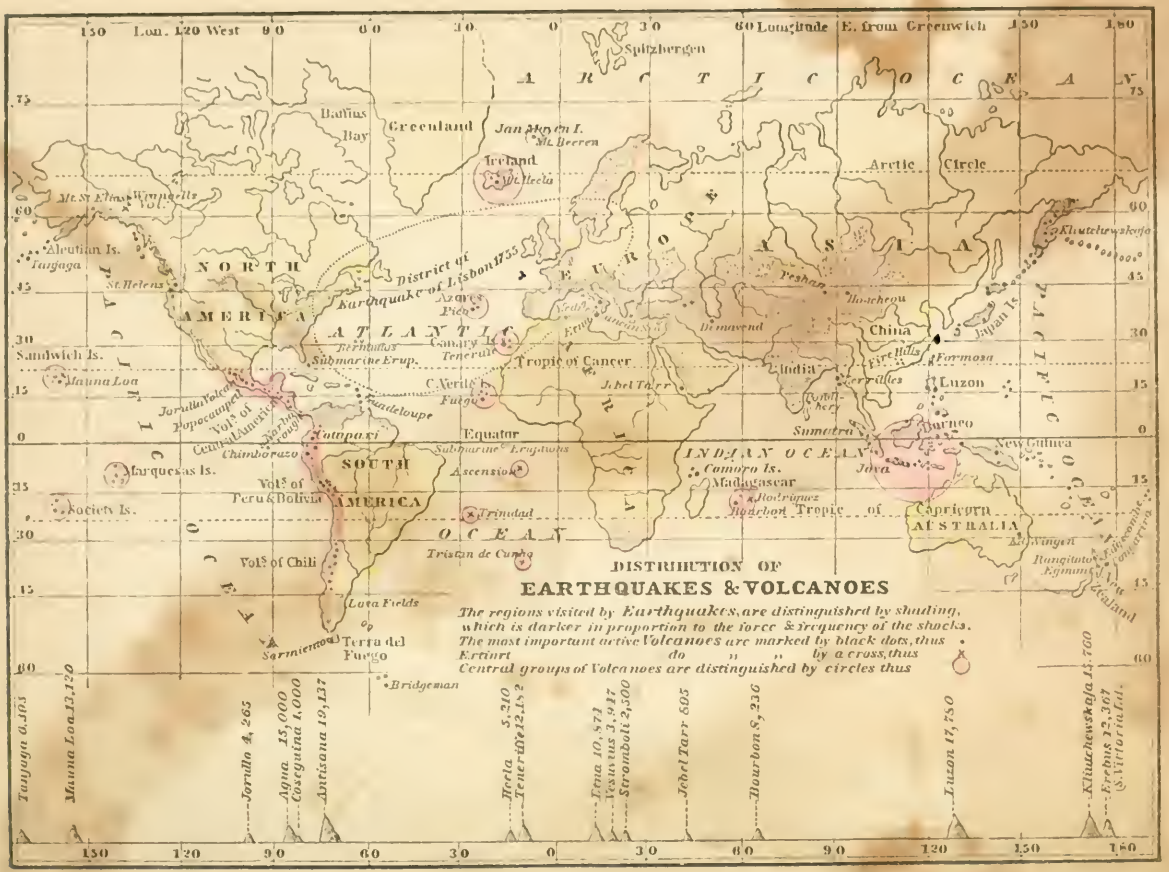
EASTERN HEMISPHERE.—Yenesei, 2,800 miles; Nile, 2,700; Yang tse Kiang, 2,500; Volga, 2,000: Euphrates, 1,800; Danube, 1,800; Indus, 1,650; Ganges, 1,500; Dnieper, 1,230; Rhone, 645; Rhine, 600; Gambia. 600; Elbe, 550; Tagus, 540; Seine, 414; Thames, 215; Shannon, 214.

WESTERN HEMISPHERE.—Amazon, 4,000; Mississippi, 3,160; Missouri, 3,096; McKenzie. 2,800; Arkansas, 2,170; La Plata, 2,500; St. Lawrence, 1,800; Orinoco, 1,600; Rio del Norte, 1,600; Tennessee, 1,200; Nelson. 1,000; Ohio, 1,000; Susquehanna. 400; Potomac, 400; Delaware, 310; Hudson, 260.

Rivers are grouped into two classes, the oceanic and the continental. Oceanic rivers are those which flow directly into the ocean, or into waters communicating with it; these form the larger class, and especially contribute to the commercial intercourse and social improvement of mankind. Continental rivers are those which discharge their waters into lakes, or are lost in swamps or deserts. The chief rivers of this class are comprised in the great inland basin of Central Asia and Western Europe. This basin commences near the Gulf of Finland and the Black Sea, extends eastward through nearly the whole of Inner Asia to the Yellow Sea, and comprises an extent of more than 3,000,000 square miles. It contains the basin of the Volga, the principal river of Europe, and the Caspian Sea, the greatest lake in the world, besides the numerous rivulets of the steppes, and many extensive lakes. The term river-basin signifies the entire country drained by a river and its tributaries. The size of a river-basin depends, in general, on the extent of the continent or portion of the earth to which it belongs. Europe, which, next to Australia, is the smallest division of the earth, possesses the smallest river-basins; America and Asia the largest. The following statement shows the largest basin in each continent, and its estimated area. In South America, the Amazon, 2,275,000 Eng. square miles; in North America, the Missouri-Mississippi, 1,350,000; in Asia, the Obi, 924,800; in Africa, the Nile, 800,000; and in Europe, the Volga, 528,000. On the accompanying map, the world is represented as divided into its great river-basins, showing, by colors, the different oceans, seas, etc., into which the flowing waters of the different continents discharge themselves. From this, an idea may at once be formed of the general inclination or slope of the different continents. Thus, in Asia, the longest rivers flow towards the north, showing the gradual slope of the continent in that direction; while the shortest flow towards the south, showing that the inclination in that direction is more abrupt. In America the chief slopes are inclined toward the east; and the slope toward the west is rapid, and comparatively very short. In Europe, a little more than one-fourth of all the running water is carried to the Black Sea, and one-sixth do. to the Caspian Sea. Of all the important rivers on the globe, by far the larger number reach the ocean in an easterly direction; those which flow to the south and north are next in importance; while those having a westerly course are few in number, and comparatively insignificant in extent..

Lakes or Inland Seas are commonly grouped in two classes, viz: fresh water and salt water lakes; but this division does not admit of precision since almost every degree of saltness is found between those most fresh and those most salt. Their chief characteristics may be thus stated:—1. Those which have no apparent affluent nor outlet; these are generally small, but being fed by subterraneous springs are more permanent than larger lakes. 2. Those which have an outlet, without any visible affluents. 3. Those which receive affluents, without having any visible outlets. These are chiefly in Asia, and the most remarkable are the Caspian, the Aral, and the Dead Sea. 4. Those which have both affluents and an outlet; these, among fresh-water lakes, are the largest and most numerous. The outlet is sometimes subterraneous, as in the case of the Lake of Joux, in Switzerland. Lakes are not subject to tides, and many of them never freeze, owing to their great depth.

Volcanic Action.—Earthquakes and volcanoes stand in intimate connection with one another; both being produced by means of the same agency, viz.: the internal heat existing within the earth's crust. The concussions of the earthquakes consist in more or less violent commotions of particular parts of the surface of the globe, which are sometimes so slight as only to be perceived by those accustomed to the phenomena, but at other times their effects are most destructive, transmitting lasting memorials to successive generations. These concussions are of a threefold character, consisting of horizontal, vertical, and circular oscillations, which follow one another in rapid succession; the first are the most common, the latter are the most rare. The progression of earthquakes occurs most frequently in a linear direction, undulating with a velocity of from 20 to thirty miles in a minute, and occasionally in circles or ellipses of concussion, in which the shocks are propagated from the centre to the circumference, but with diminishing force. The immense area over which these concussions extend is almost incredible; of this, the great earthquake of Lisbon furnishes the most remarkable example. That concussion assumed the form of an ellipse, in which the longest diameter, characterized by the destruction which was produced on its course, extended over 300 miles; the space over which the shock was perceptibly felt, extended to 2,700 miles; and the area of vibration, or the greatest extent over which water was observed to oscillate at the surface, extended to about 4,000 miles. The most destructive shocks of earthquakes are generally over in a moment. The earthquake of Lisbon, in 1755, during which 60,000 persons perished, lasted only about 6 minutes; and during the great earthquake of Caracas, in 1812, by which 10,000 persons perished, three terrific shocks, each of which lasted from 3 to 4 seconds, followed each other within 50 seconds. While earthquakes have their seat deep in the interior of continents, they also communicate in the most remarkable manner with the sea. During the Lisbon earthquake, the sea rose 50 feet above its ordinary level; ships at sea were affected by the shocks, as if they had struck on rocks, and their crews were in some instances thrown down by the violence of the concussions. In Scotland, Loch Ness, Loch Lomond, and other lakes, repeatedly rose and fell on that dreadful day. It is fully established that earthquakes have elevated vast tracts of land above their former level, and that during the concussion various substances have been ejected from the interior of the earth. In the Old World, volcanic appearances have from the earliest times manifested themselves, chiefly in a line extending from the Azores to the Caspian Sea, and eastward to Lake Baikal, in Central Asia, and this may be considered as the centre from which the earthquake proceeds. This is probably the longest and most regular


DISTRIBUTION OF
EARTHQUAKES & VOLCANOES
The regions visited by Earthquakes, are distinguished by shading, which is darker in proportion to the force & frequency of the shocks.
The most important active Volcanoes are marked by black dots, thus
Extinct do " " by a cross, thus
Central groups of Volcanoes are distinguished by circles thus
Lon. 120 West
Longitude E. from Greenwich
ARCTIC OCEAN
Spitzbergen
Baffins Bay
Greenland
Jan Mayen I.
Mt. Beeren
Ireland
Mt. Hecla
Arctic Circle
Mt. St. Elias
Winnipeg Vol.
Aleutian Is.
Tanjaga
St. Helens
NORTH AMERICA
District of Earthquake of Lisbon 1755
Azores
Pico
ATLANTIC
Canary Is.
Tenerife
Bermudas
Submarine Erup.
Tropic of Cancer
C. Verde Is.
Fuego
Guadeloupe
Sandwich Is.
Mauna Loa
Jorullo Volcano
Popocampe
Vols. of Central America
Norbo Group
Chimborazo
Cotopaxi
Equator
Submarine Eruptions
Ascension
Marquesas Is.
Vols. of Peru & Bolivia
SOUTH AMERICA
Society Is.
Trinidad
OCEAN
Tristan de Cunha
Vols. of Chili
Lava Fields
Sarmiento
Terra del Fuego
Bridgeman
EUROPE
ASIA
Peshan
Hoocheou
Demavend
China
Japan Is.
Kliutchewskaja
Fire Hills
Formosa
India
Jebel Tarr
Luzon
Borneo
Sumatra
Java
New Guinea
INDIAN OCEAN
Comoro Is.
Madagascar
Rodriguez
Bourbon
Tropic of Capricorn
AUSTRALIA
Mt. Wingen
Rangitoto
Egmont
New Zealand
Tanjaga 6,305
Mauna Loa 13,120
Jorullo 4,265
Agua 15,000
Coseguina 1,000
Antisana 19,137
Hecla 5,210
Teneriffe 12,182
Etna 10,874
Vesuvius 3,947
Stromboli 2,500
Jebel Tarr 805
Bourbon 8,236
Luzon 17,780
Kliutchewskaja 15,760
Erebus 12,367 (S. Victoria Ld.)

zone of *volcanic action* on the surface of the globe, far surpassing in extent the volcanic girdle of the Andes in South America. The earthquakes of the New World, however, are, as regards frequency and extent, equal to those of the Old World; they occur chiefly along its west coasts, and on the northern declivity of the Mountains of Venezuela

MOUNT VESUVIUS.

Volcanoes are distributed over every part of the globe, independent of the differences of climate; and by far the greatest number of them are on islands or on sea-coasts. They may be arranged into two classes—central volcanoes, and volcanic chains; the former term being applied to those forming the centres of numerous orifices of eruption, distributed with some regularity in every direction; and the latter term, those ranged at short distances from each other, in the same direction, like vents upon an extensive fissure. For example, the peak of Teneriffe is a central volcano—it is the centre of a group to which the volcanic isles of Palma and Lancerota belong; while on the other hand, an example of a volcanic chain, or series of linear volcanoes situated on a continent, is presented on a grand scale by the chain of the Andes, that immense natural rampart, extending from South Chile to the north-west coast of America, sometimes as a single range, and sometimes into two or three parallel ranges, united at intervals by narrow transversal articulations. It is extremely difficult to form a reliable estimate of the number of active volcanoes existing on the face of the globe at any certain period of time; for while one traveller considers some of them as extinct, another affirms that they are in a state of activity. From the best authorities, it appears that the number of active volcanoes is 270, of which 190 are found on the islands or around the shores of the Pacific Ocean. These are classified as either continuously active or intermittent. The latter are far the most remarkable for powerful eruptions. Etna, Vesuvius, and Cotopaxi have varying intervals of rest, in some instances amounting to centuries. Of the former class is Stromboli, in the Mediterranean, a comparatively low volcano, which has been uninterruptedly active from the dawn of authentic history.

The real cause of volcanic phenomena is as yet, in a great measure, involved in obscurity. The mineral composition formed from the lava emitted differs—according to the nature of the materials of which the lava is formed, the degree of heat in the interior, the rate at which the molten mass is cooled down, and the amount of pressure to which it has been subjected.

CLIMATE.—This term denotes the condition of a region or place, in relation to the various phenomena of the atmosphere, as temperature, moisture, etc. As the average annual amount of heat at the earth's surface depends on latitude, the mean temperature of places situated at the same elevation decreases gradually from the equator towards the poles. But besides the consideration of the latitude of any locality, or the degree in which it receives the rays of the sun, there are many other circumstances which greatly affect its temperature, viz: its elevation above the sea-level, its distance from the sea, its prevalent winds, its annual quantity of rain, the character of its surface and the direction of its slope, the extent and course of its mountains, the nature of its soil, and the extent of cultivation and improvement to which the country has been subjected.

The accompanying map exhibits the distribution of heat over the globe, by lines drawn continuously through all those sections which have the same mean annual temperature. These lines are called *isothermals*, and their deviation from parallelism with the equator plainly illustrates the fact that the temperature of any particular place is not determined alone by its latitude. A remarkable example of this occurs on the west coast of Europe, where the warm water of the Gulf Stream has the effect of carrying the isothermals many degrees north of their normal position. On the difference of temperature between the eastern and western coasts of the Old and New Worlds, and on its similarity in the middle latitudes of the west coasts of America and Europe, Humboldt remarks that, "since the

CLIMATOLOGICAL CHART.

SHOWING, BY LINES AND FIGURES,

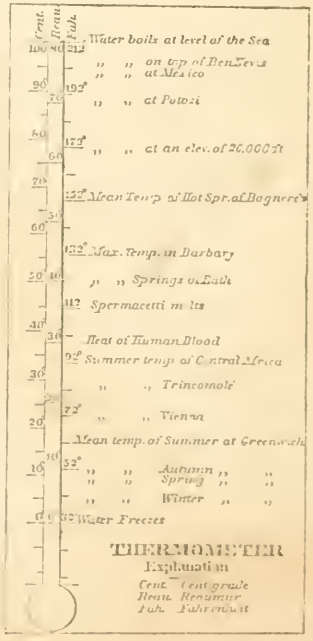
THE MEAN ANNUAL TEMPERATURE

OF THE PRINCIPAL PLACES ON THE GLOBE.

surface of the ocean is not susceptible of being cooled in the same degree as that of the land, it results that, where easterly winds prevail, western coasts should be warmer than eastern coasts, unless modified by oceanic currents." This is exemplified in the difference of temperature between the western coasts of North America in middle latitudes, and the eastern coasts of Europe. Even in northern latitudes, there exists a very striking difference between the annual mean temperature of the eastern and western coasts of America.

At Nain, in Labrador, (lat. 57° 10′,) this temperature is 25°·2 Fahr., or 6°·8 *below* the freezing point; whilst at Sitka, on the north-west coast of Russian America, it is 44°·4, or 12°·4 *above* the freezing point. At the former place, the mean temperature of summer hardly reaches 43°·2 Fahr., while at the latter it is 56°·8. Pekin, (lat. 39° 54′,) on the east coast of Asia, has a mean annual temperature of 52°·3, or more than 9° lower than that of Naples, which is situated a little farther north. The mean winter temperature of Pekin is at least 5°·4 *below* zero; while in Western Europe, at Paris, (lat. 48° 50′,) it is 6° above it.

A climate is called an insular or sea climate where the difference of mean temperature is very small, or the winter is too warm and the summer too cool; and a continental climate where the difference of mean temperature is very great, or the winter is too cold and the summer too hot. Europe has a true insular climate—a mild winter and a cold summer. Northern and Central Asia has a true continental climate—a cold winter and a hot summer; while North America has more of a continental climate in winter and a sea climate in summer. The hottest locality on the globe is in Central Africa, where the temperature of July is 90° Fahr.; the coldest is in Siberia, where the temperature of January is 40° below the freezing point of Fahr. scale. In the Old World the cold comes from the north-east, and in the New World from the north-west. The cold region of Siberia has no corresponding region of equal cold in America. If the globe be divided at the meridian of 20° W., we find that the eastern portion, which has the largest mass of land, is colder than the western, and that the difference diminishes as we approach the equator. The temperature of the whole globe increases 8° Fahr. from January to July; a mean between these months gives, as the mean temperature of the globe, 58° Fahr. The mean temperature for the Northern Hemisphere is 60° Fahr., and the mean for the Southern Hemisphere is 56° Fahr. The great quantity of rain which falls in the Northern Hemisphere is probably one cause of its higher temperature, while, in the Southern the influence of the sun's rays is expended to a great degree in the melting of masses of ice, or in the evaporation of snow.



Winds, or currents of air, owe their origin to any circumstance which has a tendency to disturb the equilibrium of the atmosphere, as a change in its temperature, or in the amount of aqueous vapor which it contains. Heat is the principal agent in diminishing the density of bodies, and hence it is the chief cause of the currents in the atmosphere; for experience proves, that wherever two adjoining regions are unequally heated, there is produced an upper current of air, proceeding from the warmer to the colder region, and an under current in an opposite direction. The mean difference of temperature between the regions of the equator and those of the poles, exceeds 82°; and as this inequality is nearly permanent, it produces a constant interchange of air between those regions. Thus, a cold and dense under current from the poles replaces the rarified air of the equator, which, ascending and forming an upper current, flows towards the north and south, in order to restore the equilibrium of the atmosphere. Hence, if the earth were in a quiescent state, the winds near its surface, in each hemisphere, would be uniformly due north and south, respectively; but the globe revolves on its axis from east to west, with a velocity increasing from the poles, where it is nothing, to the equator, where it attains a maximum of about 1,000 miles an hour; so that, in passing from the higher latitudes towards the equator, the cold currents of air progressively arrive at regions of increased rotatory velocity; and as they cannot keep pace with this increase of motion, they necessarily hang back, and form currents flowing in a direction opposite to that of the rotation of the globe, or from east to west; and thus, by the combined effects of the earth's rotation, and the difference of temperature at its surface, the northern and southern currents are deflected and modified, so as to become respectively the permanent north-easterly and south-easterly currents, forming the magnificent phenomena of the trade winds.

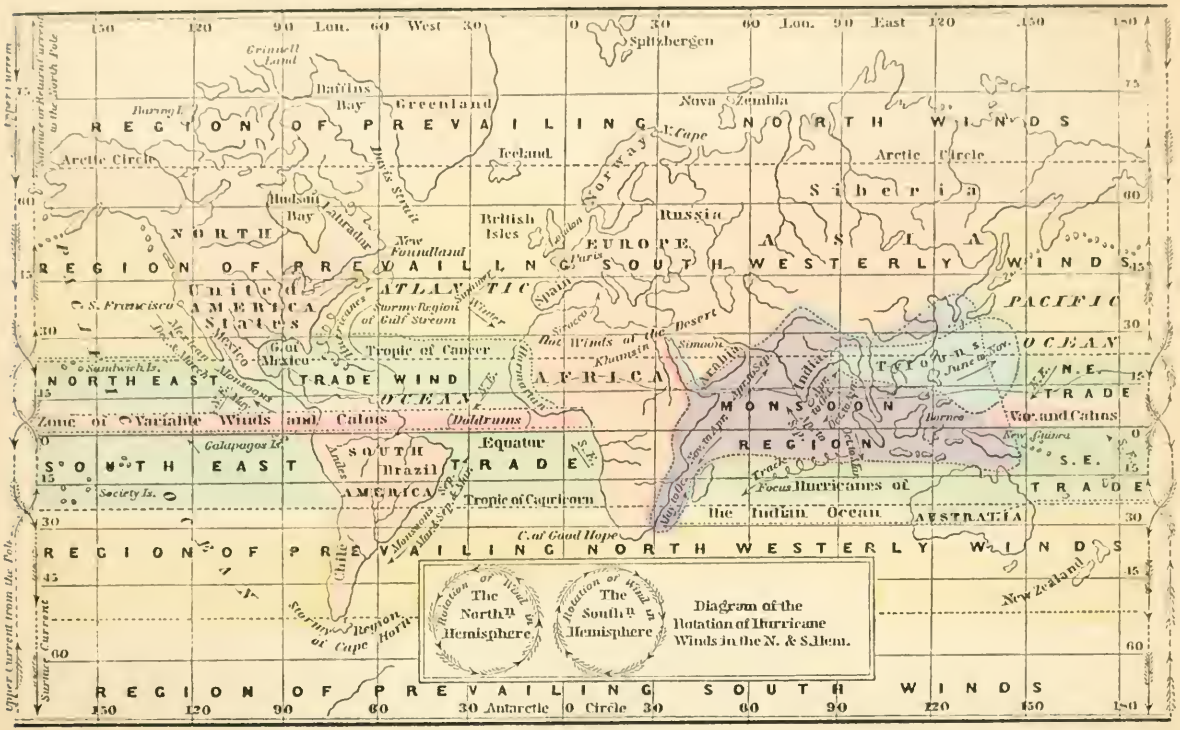
There are three classes of winds: permanent, periodical, and variable.

The Trade Winds prevail within the tropics, extending generally from 28° to 30° on each side of the equator; but their limits vary considerably, as the sun is north or south of that line, and are different in the Atlantic and Indian Oceans. It is only over the wide ocean that they can blow uninterruptedly. In the Northern Hemisphere, their direction is from the north-east; and in the Southern Hemisphere, from the south-east.

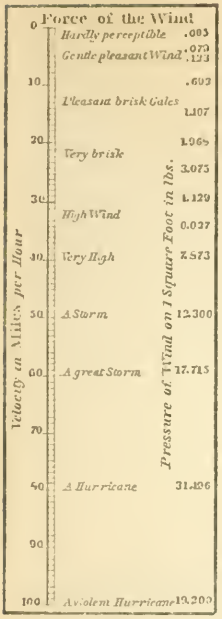
Of the Periodical winds, the most remarkable are the Monsoons of the Indian Ocean, which are modifications of the trade winds; they sweep over the Indian Ocean and the whole of Hindostan, changing their direction every six months, as the sun moves into the Northern or Southern Hemispheres: and their region includes the district of the Typhoons, or storms peculiar to the China Sea. To this class belong the land and sea-breezes, which blow daily on the coasts of continents and islands within the tropics, and in some other localities, are very regular, and are believed to be caused by the unequal heating of the land and sea.

The accompanying map shows the geographical distribution of the winds over the globe. Near the middle of the chart is the "Zone of variable winds and calms and storms," which corresponds to the zone of constant rain shown upon the next chart. North and south of this belt are the zones of N.E. and S.E. trade winds, in the Atlantic and Pacific Oceans, and beyond them, the regions of the S.W. and N.W. prevailing winds.

CHART OF THE PREVAILING WINDS.



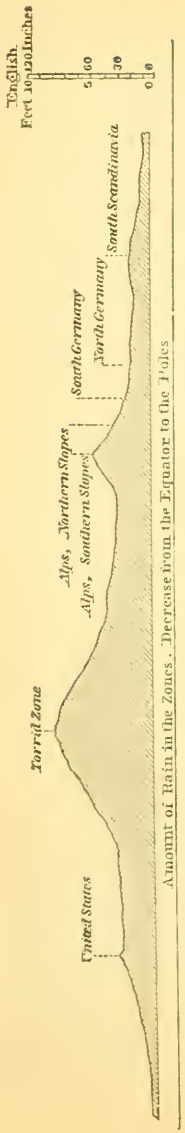
The Hurricanes of the Indian Ocean and of the West Indies, and the Typhoons of the China Sea, appear to be subjected to peculiar and fixed laws for each Hemisphere, both as regards their movements of translation and their rotatory movements. These tempests originate between the equator and the tropics during winter, when the regularity of the Trade Winds is interrupted, or during the change of the Monsoons. They obey a double movement—the one of translation or progress, and the other of a gyratory or rotatory kind. N. of the Equator the rotatory movement is from right to left, while on the S. of the Equator it is reversed, or passes from left to right, as shown on the diagram on the above chart.



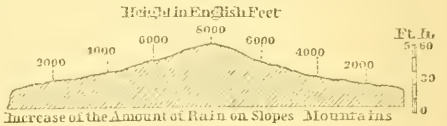
In the temperate climates of both hemispheres (comprising the regions of the prevailing S. W. and N. W. winds) there is a constant conflict between the under currents proceeding from the poles, and the downward returning currents from the equator, in which struggle the equatorial currents have the ascendancy; producing in the Northern Hemisphere the prevailing S. W., and in the Southern Hemisphere the N. W. currents of air. This return current in the upper regions of the atmosphere is apparent from the movements of the clouds in the vicinity of the tropics, and has been ascertained, by observation, at great elevations. Numerous observations in different parts of Europe and North America have fully proved the prevalence of S. W. winds in the Northern Hemisphere. It is well known that there is a great difference between the time required by a sailing ship to perform the voyage from Europe to the United States, and the time required for the voyage from the United States to Europe—the former averaging 10 days, and the latter 23 days.

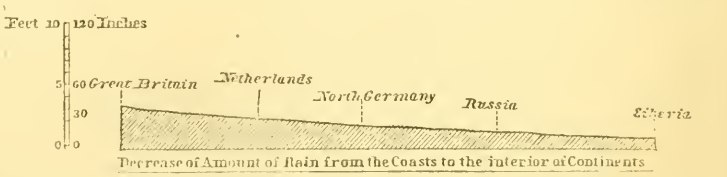
Variable winds are named according to their estimated velocity in miles per hour, as will be seen by the accompanying diagram, which also shows the calculated amount of pressure, in pounds, exercised by each on a square foot of surface. Many portions of the globe are periodically visited by storms of more or less violence. Among the districts where storms are of very frequent occurrence, are—the region of the Gulf Stream in the Atlantic Ocean, the zone of the variable winds between the N. E. and S. E. trade winds, and the vicinity of Cape Horn. The regions of the trade winds *in the open sea* are remarkably free from storms. Hurricanes occur most frequently within the tropical regions, and very seldom beyond the tropics, or, in the Indian Ocean, nearer the equator than the parallel of 10° 5′. They are most violent near the tropics, in the vicinity of continents or islands, and they appear to visit the same latitudes with surprising regularity of recurrence. In the Northern Hemisphere, the focus of the most desolating hurricanes on record has been the region of the West Indies; and in the Southern Hemisphere, that of the islands of Rodriguez and the Mauritius. Their progress varies in different parts of their course; the Rodriguez Storm was estimated at from 220 to 230 m. a day at first, diminishing to about 50 m. a day as it approached the tropics.

HURRICANE IN THE WEST INDIES.



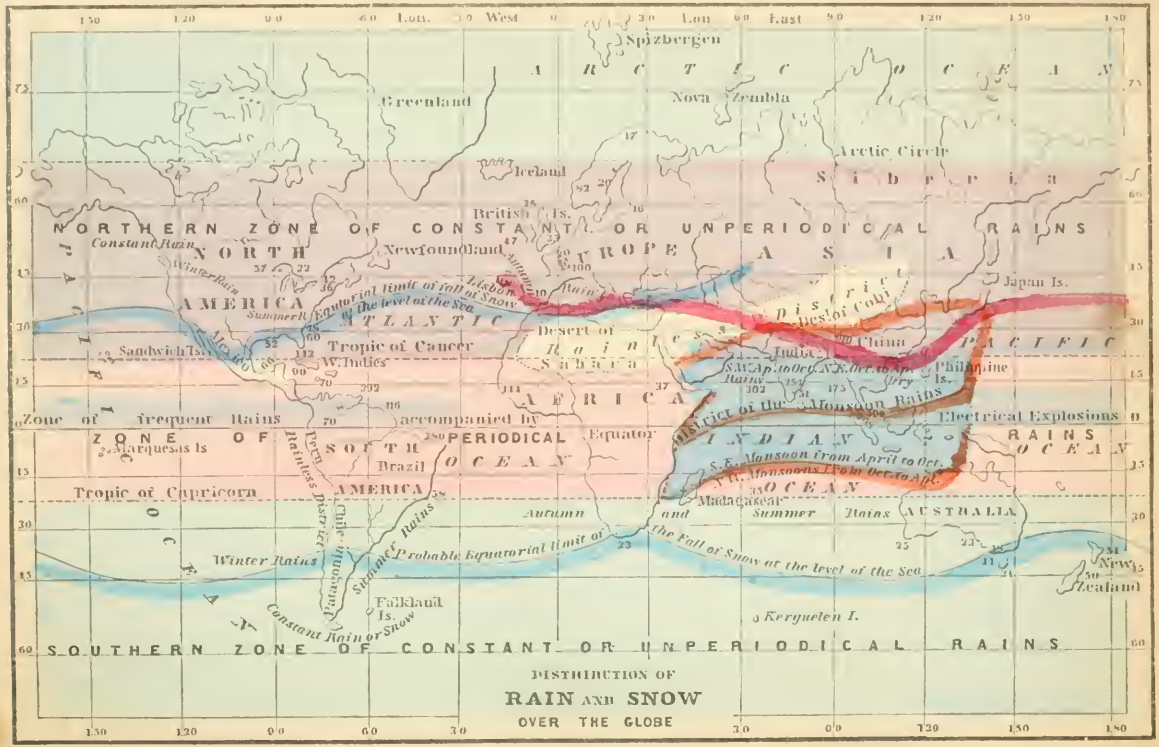
Rain and Snow.—The life of plants and animals depends as much on moisture as on temperature, and their development is greatly modified by the dryness or humidity of the atmosphere. Rain is distributed very unequally over the globe. Generally, it is most abundant in those latitudes where evaporation is carried on most rapidly; but there are striking exceptions to this rule, for in many places, even near the tropics, it seldom or never rains. In those regions, as Kämtz remarks, the greatly heated atmosphere does not contain sufficient moisture to admit of precipitation, even during the greatest decrement of temperature. These rainless districts are of vast extent, and almost devoid of vegetation, as the Great Desert of Sahara, that of Cobi, and the arid shores of Peru. On the contrary, there are regions where it constantly rains; these are chiefly in the vicinity of the sea; and the vegetation within them is exceedingly rank and abundant. The zone of greatest precipitation is situated on the north of the equator, and the quantity decreases irregularly, in a direction towards the poles; because heat, which is the origin of vapor and the cause of rain, decreases in the same direction. The average annual fall within the tropics is 95 inches, and within the temperate zone 34 inches. The amount of rain decreases in ascending from low plains to elevated table-lands; but it increases in ascending from plains to the slopes of mountains, especially if these consist of steep and rugged chains. The quantity of rain decreases from the coasts to the interior of continents, because a greater amount of vapor rises from the sea than from the land, and because between sea and land there is a greater interchange of heat, and consequently a greater movement in the aerial currents, than between different parts of a continent, especially if it be not mountainous. This law, however, is sometimes modified by the position of countries in relation to the regions of winds, and the directions of the mountain chains. In the temperate zone of both hemispheres, the western coasts are proportionally more moist than the eastern, because they are exposed to westerly currents of air, which,





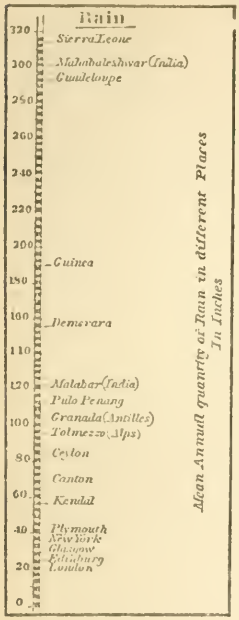
CHART,

Showing the Decrease of Moisture from the Tropical towards the Polar Regions, the Districts of Periodical and Seasonal Rains, and those in which no Rain falls.



Explanation.—The darker the shading the greater is the amount of Rain. The figures show the mean annual fall at different Places. Thus, on the west coast of Scotland 35 inches of Rain fall in One Year; while on the west coast of Africa the amount is 144 inches.

passing over the ocean, are highly impregnated with moisture. Within the tropics, on the contrary, the eastern coasts, especially in America, are more moist than the western, from their exposure to the trade winds. In different parts of the earth, there are sections within which it rains more at one season than at another. Thus, there are seasons of rains, and these are commonly distinguished as the summer, autumn, and winter rains. The map shows the regions where these severally prevail. The figures at different localities show the mean annual fall at those places; thus, at London, 20 inches of rain fall in one year.



Snow never falls within or near the tropical regions at the level of the sea. By reference to the lines upon the map, it will be seen that in the Northern Hemisphere the snow limit passes from the south-east part of Niphon across China, touching the north part of India, and in crossing the Mediterranean Sea, it nearly coincides with the parallel of 30° north latitude, so that it includes the whole of Europe; and in the New World it follows nearly the same line, extending through the southern part of the United States. In the Southern Hemisphere, the equatorial limit of the fall of snow at the level of the sea is farther removed from the equator, since it does not approach nearer than the south of Australia, Cape Colony, and Patagonia. The fall of snow increases with the decrease of temperature, in proceeding from the equatorial towards the polar regions. As might be expected, it increases in a northerly direction; but it also increases in a direction from west to east: the farther we proceed, in the Old World, from the Atlantic Ocean, so much more abundant is the fall of snow. The number of days on which snow falls in Europe at particular places is stated as follows, showing the remarkable increase in proceeding fr m south to north: Palermo has 2½ snowy days in each winter, Rome 1½, Florence 1⅓, Nice less than ½, Venice 5½, Milan 10, Paris 12, Carlsruhe 26, Copenhagen 30, and St. Petersburg 171.

The diagram above shows the different elevations at which snow rests in the tropical, temperate, and polar regions. The light shading shows the actual elevation of the line.

The Vegetable Kingdom.—The object of the accompanying map is, by dividing the whole earth according to its peculiar flora, into certain climates of vegetation, to present, at one view, the distribution of the most useful and valuable wild and cultivated plants. Each of the plant climates is characterized by certain trees, grains and fruits, the number and variety of which increases in approaching the equator, and decreases towards the polar regions, where their only representatives are a few mosses and grasses. Rice, which supports the greatest numbers of the human family, is chiefly confined to the tropical regions of Asia and America. Wheat requires a mean annual temperature of 37° or 39° Fahr.

The plants of any particular region are the exponents of its climate; certain plants will grow spontaneously only within certain districts or zones, the boundaries of which are dependent on the amount of heat and moisture which such zones receive in the course of the year. Hence we find that trees, grains, and shrubs range themselves on the globe according to lines of equal summer and equal winter temperature; the lines of summer temperature, for example, indicate precisely the limits of the possible cultivation of annual plants. Nor is a knowledge of the capabilities of a country for producing plants less important with reference to its population. For example, the effect of climate is such as to render the harvest of Naples five times more productive than that of Norway, while, in consequence, the population is twenty-five times more dense, in proportion to its area, in Naples than in Norway.

The geography of plants, or an inquiry into their distribution, according to soil and climate, is intimately connected with the general physics of the globe, and is quite distinct from the science of descriptive botany. The importance of the former cannot be doubted, when we consider that the character of a country, and the whole face of nature, are dependent on the predominance of certain families of plants in particular districts, and that the abundance of the grasses, forming vast savannahs, or of palms or the pine tribe, produce the most important effects on the social state of a people, their manners, and the progress of the economical arts. In considering the influence of temperature, which is the chief cause of variety in the distribution of plants, it is necessary to attend to these points: first, the mean temperature of the year; second, the extreme temperature, both as regards heat and cold; and third, the distribution of temperature among the different months of the year. The last is most important, especially in reference to the heat and duration of the summer months; since many plants, protected from the action of the atmosphere by a covering of snow, are enabled to brave the most rigorous winters, and pass through all the phases of flowering and fructification, provided the summer be hot enough and of sufficient duration. The lines of equal heat do not follow the parallel of the equator, but have convex and concave summits, which are distributed very regularly over the globe, forming different systems along the eastern and western sides of the Old and the New World, in the centres of continents, and in the vicinity of the ocean. Temperature determines the extension of the vegetable kingdom,—the forms of plants generally presenting the same relations under the same isotherms; and as these lines form curves at unequal distances from the equator at different points in their course, so the vegetable zones, determined by the temperature, follow their inflections.

CHART OF VEGETATION.

The character of Vegetation is affected by so many, and often counteracting influences, besides that of the temperature, such as the absence or presence of moisture, prevailing winds, and a suitable or unsuitable soil, that, after all, an approximation to the truth is all that can be attained. One broad rule is nevertheless observed by Vegetation—of a gradual development from the lowest state in which it exists near the Poles, to the glorious perfection and luxuriance of form, color, and organization which it shows at the Equator.

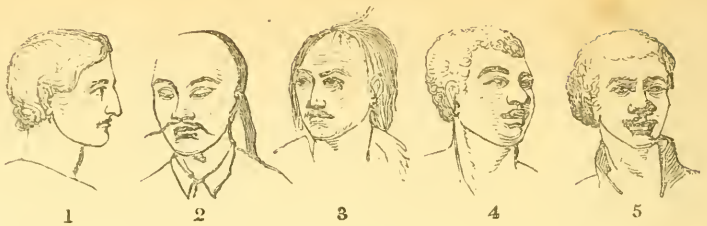
ZOOLOGICAL CHART.

DISTRIBUTION OF
ANIMALS
ACCORDING TO ZONES OF CLIMATE

GRADATION OF ANIMALS.—Terrestrial types are superior to Aquatic; Marine inferior to the Lacustrine and Fluviatile ones; those which live on the mainland and burrow under ground are inferior to those which live above ground; the Nocturnal are inferior to the Diurnal types. From this, an inference respecting their natural positions may be fairly derived from their conditions of life.—*Agassiz.*

Animals, like plants, are adapted to special climatic conditions; like them, also, they are subjected to invariable laws. Each zone, or region of climate, is occupied by some species of animals peculiar to itself, beyond the limits of which they will not range if left to their natural freedom. A group of animals, embracing all the species, both terrestrial and aquatic, inhabiting any particular region, is called a *Fauna*, in the same way as the group of the plants of that region is called its *Flora*. On the accompanying map, the faunas of the two hemispheres are distributed in three principal divisions viz.: the tropical, temperate, and arctic faunas, each of which is characterized by peculiar species of animals. In some respects, the distribution of animals resembles that of plants; the limits of both are circumscribed by the intervention of seas, and continuous chains of mountains, yet both are chiefly influenced by the inequalities of temperature. Animal life is most intimately connected with, and dependent upon, the vegetable kingdom; heat and moisture stimulate the growth of plants, therefore the greater the amount of these atmospheric phenomena, so much more luxuriant is vegetation, and so much more abundant are animal formations. Hence, we find, as a general rule, that vegetation is most exuberant and animals are most prolific in the countries under the tropics, where heat is greatest and moisture most abundant. As these decrease in a direction from the equator towards the poles, so (and perhaps in a similar proportion) do animals decrease, not only in the size of individuals, but also in the number of species. (This law is reversed among aquatic animals of a higher organization, which are found to increase in a direction from the equator towards the poles.) The torrid zone is distinguished not only by the greatest variety, but by the size, strength, and beauty of its animal formations. Receding from the equator, the covering of animals loses its brilliancy of color, until, in the polar regions, all animals assume a nearly uniform and sombre hue.

From a comparison of the accompanying map with that preceding, it will appear that the nature of their food has an important bearing on the distribution and the grouping of animals, those of the herbiverous kind being more or less limited to particular vegetable zones, while, since the food of carniverous animals is everywhere present, their range is much less confined in this respect.

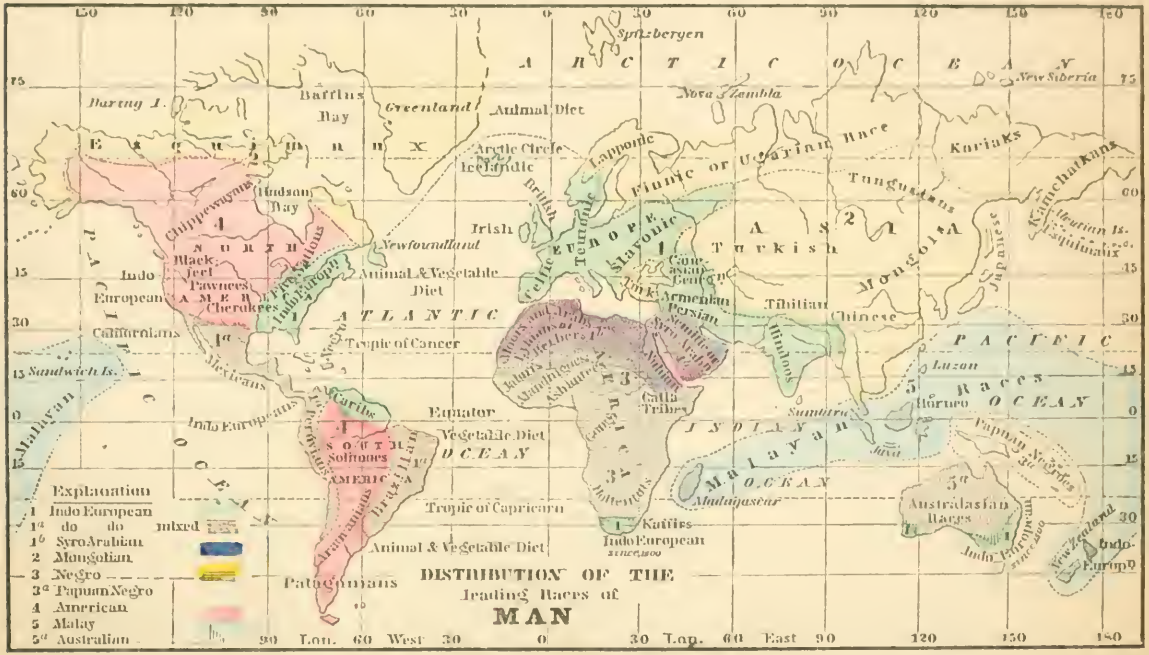


Mankind.—The map exhibits the distribution of the leading races of man, as existing at the present time, the localities of which are explained by the reference figures and colors. Man is found in every locality over the globe, under every climate, and at every degree of altitude to which organic life extends. Thus, the geographical distribution of man is different from that of all other organic beings; his constitution renders him more cosmopolite; while, from the superior structure of his physical frame, as well as his mental endowments, he is less subject to the influence of external circumstances than any of the inferior animals. The prevailing kinds of food used by the inhabitants of the several zones are very different. Thus, within the tropics, the principal food of the human family is derived from the vegetable kingdom; in the temperate zones, both north and south, a mixed animal and vegetable diet is used; while north of the arctic circle, the food of man is derived entirely from the animal kingdom.

From the earliest dawn of history and tradition distinct races of mankind have existed; and, within the period of authentic history, many distinct races have continued unchanged, even under all the influences of climate, change of locality, and various conditions of civilization. From the various existing races, three primary varieties may be selected, viz.: the white and bearded; the tawny and beardless; the black and woolly-haired. These correspond to the Caucasian, Mongolian, and Ethiopian of Blumenbach,—names which, though not unexceptionable, are sufficient to characterize what may be assumed as the three primary types. Other races, among which are conspicuous the Malay, the American, the Papuan, are then arranged as sub-varieties or sub-races, because it seems not improbable that such sub-varieties have arisen out of combinations and modifications of the three primary types. Thus, these races, Caucasian, Mongolian, and Ethiopian, have well-characterized and distinctive peculiarities of external form, as well as physical manifestations and peculiarities of language; these primary types have each maintained and continue to maintain, a permanent character and focus of locality; while the sub-varieties are continually liable to modifications, changes, and extractions, and particularly to a mergence into one or other of the primary forms out of which they had originated.

1. The Caucasian type is divided into two great branches: first, the Indo-European, which comprehends the Georgians, Persians, Hindoos, and other nations of Central and Western Asia, and the greater portion of the inhabitants of Europe, with languages allied to the Sanscrit; and second, the Semitic or Syro-Arabian, which includes the Syrians, Arabs, and Modern Egyptians, etc., with languages allied to the ancient Hebrew. This is the most intellectual and civilized race, and has generally ruled the other races whenever brought in contact with them. Though the natural

ETHNOGRAPHIC MAP.



"The diffusion of mankind over the globe has transpired in the course of ages under the influence of various causes. The pressure of population in one district outstripping the means of subsistence, the love of enterprise, the spirit of acquisition, social disturbances, and foreign violence, have contributed to scatter the human family far from the common centre where the race originated. Endowed with intelligence to devise means of surmounting natural barriers—mountains, deserts, rivers, lakes, and the ocean—there is no difficulty in accounting for the geographical range of man."

CHART,

EXHIBITING THE PREVAILING

RELIGIONS OF THE WORLD.

senses and instincts of this type are less prominently exercised, in consequence of civilization, yet they appear in the wild Arab and mountaineer of Hindoo Koosh as intense as in the savage tribes of other races.

2. The Mongolian type prevails through North and Central Asia, where it is found in every extreme of climate. It includes also the Esquimaux of North America. It has numerous sub-races, but no remarkable or distinctive branches, if we except the Malays, Turks, and Finns, who are rather intermixtures of other types. Only a portion of it, viz., among the Chinese and Japanese nations, is distinguished for any considerable degree of culture.

3. The American race is a variety of the Mongolian type; and the aborigines of both North and South America are, generally speaking, of this one race, though exhibiting considerable diversity of form, and their various dialects have a resemblance to one common language.

4. The Negro or Ethiopian type is found in its pure state in Central and Western Africa. The tribes of South Africa form a sub-variety of the Negro, and are probably an intermixture of the Negro and Mongolian types. The Papuan-Negro race of Polynesia is a Negro sub-variety, somewhat resembling that of the South Africans.

5. The Malay race occupies the Peninsula of Malacca, the islands of the Indian Archipelago, and all islands of the Pacific Ocean, excepting those inhabited by the Papuan-Negro tribes. Being thus scattered over a wide extent of insular locality, without any central focus, we accordingly find a great diversity in their forms. The aborigines of Australia, New Zealand, etc., are branches of this race.

The whole human race at present existing is estimated at nine hundred millions (900,000,000); and a general idea of the relative proportions of its great leading divisions may be obtained by estimating the Caucasian type to amount to 350,000,000, the Mongolian to 420,000,000, the Ethiopian to 100,000,000, and the Malay to 30,000,000. The estimates for the grand continental divisions of the globe are: North America, 44,000,000; South America, 18,000,000; Europe, 269,000,000; Africa, from 60,000,000 to 100,000,000; Asia, 480,000,000 (undoubtedly, this is too low an estimate); aggregate, from these estimates, 891,000,000; Polynesia, unknown. These estimates do not admit of precision, since it is only in civilized countries that actual or reliable enumerations of their inhabitants are made: but these are regarded as close approximations to the real number.

Upon the accompanying map the globe is divided, by colors, according to the great leading divisions of religious belief. The vast regions colored brown, indicate pretty nearly, the countries yet in a state of barbarism, occupied by different tribes of heathens; while those more or less civilized are ranged under the blue, pink, green, and yellow colors. Europe, it will be observed, is occupied by three leading sects, Roman Catholics in the south-west, Greek Catholics in the east, and Protestants in the middle and north. A comparison of this with the preceding map will show that, in general, the Roman Catholic comprises the Celtic population, the Greek the Slavonian, and the Protestant the Teutonic or German. Macaulay, in his History of England remarks: "It is a most significant circumstance, that no large society, of which the tongue is not Teutonic, has ever turned Protestant; and that, wherever a language derived from that of Ancient

Rome is spoken, the religion of Modern Rome to this day prevails." The latter fact is strikingly exemplified in the countries of Spanish America.

Among nations, the respects in which they are most subject to change are, form of government, next religion, then language. This is exemplified in the history of the different varieties of the Caucasian species for the last three thousand years. The Celtic variety, in its different sub-varieties, during this period has passed through several stages of political development, the last being representative monarchy without feudal character. They, from being Polytheists have become Christians, but without exception have remained adherents to that church which admits the invocation of saints. The language of all the Celtic tribes in Italy, Spain, Portugal, and France has been Latinized or Romanized. The Teutonic variety has undergone several changes in the form of its government, the last being a superior system of representation; its religion has been changed from Polytheism to Christianity, and in all its pure branches, has adhered to Protestantism; but its language has undergone no other change but that of gradual development.

The respects in which nations are least subject to change are, the moral sentiments, next habits, and then intellectual faculties. Thus the French and Germans have still the same general character which was ascribed to them by the Romans eighteen centuries ago. The development of the intellectual faculties in a nation depends upon a combination of many apparently accidental circumstances, and varies at different periods.

THE WESTERN HEMISPHERE.

The name America is applied to that vast double continent, and the islands adjacent thereto, which extends from the Arctic Ocean on the north (land has been charted to lat. 82° 30′ N.) to Cape Horn, in lat. 55° 58′ 40″ S., and lies between the longitudes 20° and 168° 15′ west from Greenwich. It constitutes the longest continuous body of land on the globe, extending a distance of about 9,000 miles in a straight line, while its extreme length, by a curve line drawn from Point Barrow, on the Arctic Ocean, in lat. 71° 24′ N., along the Rocky Mountains and the Cordillera of the Andes, to the extremity of Cape Horn, is about 11,000 miles.

America consists of the two vast peninsular continents, called respectively North America and South America, connected by the Isthmus of Panama (or Darien), which at its narrowest part is only 28 miles wide, its general width being about 40 miles. This near approach to entire separation between the two peninsulas is effected by the Gulf of Mexico and the Caribbean Sea, bounded south by the northern shores of South America, extending west more than 60° beyond the most eastern point of S. A., and bounded north by the United States.

Although differing considerably in general contour, the two great peninsulas present some remarkable points of resemblance. Both taper toward their southern extremities, the form of both seems to have been in a great measure determined by their distinguishing chain of mountains, and both are, to a great extent, composed of three great river-basins.

The physical features of America are on the most gigantic scale. Here are the most extensive mountain-ranges, the longest and broadest plains, the greatest rivers and lakes, and the most magnificent forests in the world.

According to Humboldt, all the great elevations of America belong to that long chain of mountains usually denominated the Andes, which, under different names, and with frequent interruptions, extends over a space of more than 10,000 miles, from the Arctic to nearly the Antarctic Circle. This range is nearly twice the length of the Himalaya range, and is thus divided: 1. The North American chain, from Behring Strait to the southern border of the Mexican Plateau, 4,600 miles; 2. The mountain system of Central America, from the Peninsula of Tehuantepec to Panama, 1,200; 3. The great Cordillera of the Andes, extending from the Isthmus of Panama to Patagonia, 4,500. On comparing the principal features of the continents of North and South America, we find a considerable difference in the position of this great mountain chain in reference to the sea. In South America it runs parallel with, and at a small distance from, the coast; while in North America, although the principal mountain chain follows the same general direction, it is at such a distance from the sea as to leave space for another chain running parallel with it. Nor is the difference of construction less remarkable. In South America, the Andes are everywhere rent and interrupted by crevices; and although there are plains in a portion of the chain, yet these are, properly speaking, longitudinal val-

leys, limited by the two branches of the range. In Mexico, on the contrary, the elevated plains are of vast extent; in that region, it is the ridge of the mountains which forms the plateau, and it is the direction of the plateau which determines that of the entire chain. Again, in Peru, the most elevated summits constitute the crest of the Andes. (In a mountain range, the *crest* is its highest part.) In Mexico, the same summits, less colossal indeed, but still of an elevation of from 16,000 to 17,260 feet, are either dispersed over the plateau, or ranged according to lines which have no relation in parallelism with the direction of the Cordillera. Peru and New Granada present transversal valleys, of which the perpendicular depth is sometimes 4,476 feet. It is the existence of these valleys which prevents the inhabitants from travelling otherwise than on horseback or on foot. In Mexico, on the contrary, carriages roll from the Capital to Santa Fé, or 1,500 miles; and throughout all this route, the surface is little disturbed by lateral valleys, and its declivities are uniform and gentle.

America is especially remarkable for its vast plains. In North America, the central space lying between the Rocky and Alleghany Mountains, and extending from the Arctic Ocean to the Gulf of Mexico, is mainly one great plain, the principal eminence being only that low watershed near the northern boundary of the United States, and the elevation of which is estimated at not more than 1,500 feet above the sea, that divides the sources of the Mackenzie from those of the Missouri River. In South America, the central portion is traversed by level plains, from the Llanos of the Orinoco to the Steppes of Patagonia, a distance of about 2,700 miles.

From the peculiar formation of its mountain chains, all the great rivers of America flow to the east, south or north; and notwithstanding the immense development of its western coasts, no river of importance except the Columbia reaches the Pacific Ocean. Thus, the Amazon, the greatest river in South America, and in the world flows in an easterly direction to the Atlantic Ocean; and the Missouri-Mississippi, the greatest river in North America, flows south (being confined on the west by the Rocky Mts. and on the east by the Appalachian), to the Gulf of Mexico.

The lakes of the two continents present a remarkable contrast. Those of North America are of wonderful extent, comprising considerably more than half the fresh water on the surface of the globe, and the beds of the largest are depressed below the level of the ocean. In South America, the lakes are comparatively few in number, but remarkable for their elevation; the largest is Lake Titicaca, which has an area of 4,000 sq. m., and its surface is 12,846 ft. above the ocean.

The islands adjoining America are mainly upon its Atlantic side. The West India Islands comprise three distinct and essentially different groups: 1. The Great Antilles, consisting of Cuba, Hayti, Jamaica, and Porto Rico, are the largest and best, and may be considered as the remains of an extensive mountain system, broken by the irruptions of the Atlantic Ocean. 2. The Little Antilles consist of a series of small but elevated volcanic islands. 3. The Bahamas, the most numerous and least valuable group, are chiefly of coral formation.

The following table exhibits the population of America, according to enumerations in 1850–54. In the United States, the Indians, numbering about 400,000, and in Canada, 13,976, are omitted, but are included in the other countries.

NORTH AMERICA.

Countries.	*Area, Eng. sq. m.*	*Population.*
Danish N. A.	384,000	9,400
Russian "	578,529	54,000
French "	177	1,500
Canada E.	209,990	860,261
Canada W.	147,832	952,004
New Brunswick	27,706	193,800
Nova Scotia	18,746	276,117
Pr. Ed. Island	2,140	62,678
Newfoundland	35,913	101,600
Hudson B. Ter.	2,400,000	60,000
United States	2,963,366	23,191,876
Mexico	834,140	7,873,394
Guatemala	43,380	970,450
Honduras	39,600	358,000
San Salvador	9,594	375,000
Nicaragua	45,500	260,000
Costa Rica	13,590	100,174
Mosquito Ter.	27,000	7,000
Balize, Brit.	20,000	10,566
Bay Isl. "		500
Aggregate	7,801,203	35,728,320
Bermudas, Brit.	20	11,092

THE WEST INDIES.

Spanish W. I.	39,907	1,391,660
British "	14,312	829,988
French "	1,012	268,718
Dutch "	372	28,854
Danish "	120	39,614
Swedish "	30	10,000
Dominica	18,791	200,000
Hayti	10,616	700,000
Aggregate	35,160	3,468,834

SOUTH AMERICA.

Countries.	*Area, Eng. sq. m.*	*Population*
New Granada	521,948	2,363,054
Venezuela	426,712	1,400,000
Ecuador	287,870	800,000
Guiana, British	101,896	127,695
" Dutch	59,614	51,838
" French	38,685	20,000
Brazil	3,134,454	6,073,000
Peru	520,666	2,179,165
Bolivia	475,816	1,000,000
Paraguay	76,437	1,100,000
Uruguay	104,039	250,000
Argent. Confin.	600,243	524,000
Buenos Ayres	111,646	400,000
Chile	249,949	1,439,120
Patagonia, etc.	250,000	20,000
Aggregate	6,958,709	18,202,526
Falkland Isl., Br.	6,297	558

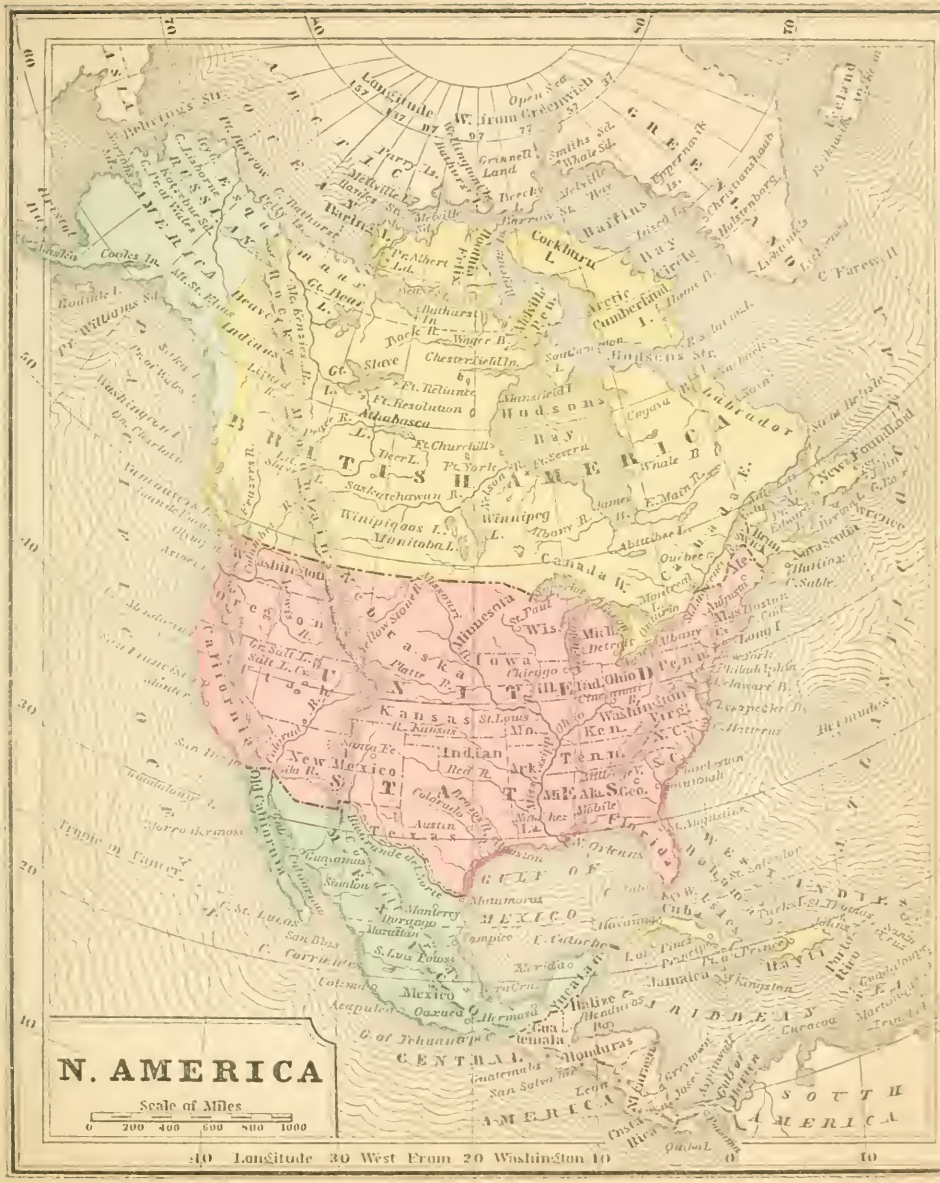
The aboriginal tribes of all America are evidently of one common origin. The frame is in general symmetrical; stature varies from middle size to that of six feet and upwards. The general form of the skull approaches the Mongolian in shape, but the summit is more rounded and the sides less angular. The cheekbones are high, the forehead rather low and depressed; the nose prominent, sometimes aquiline; jaws powerful, mouth large, lips full; eyes black; hair coarse, black, and rather scanty. Color of skin orange-red in South Americans, a red copper color in most of the North American nations, but a more swarthy hue in Californians. The Mexicans and South Americans have partly diminished and partly amalgamated with the descendants of the Spanish settlers, forming a mixed race. The North American nations are rapidly becoming extinct.

THE CONTINENT OF NORTH AMERICA.

North America is nearly surrounded by the expanse of oceans. Its northern limits along the Arctic Ocean have not been fully determined, though land has been charted to lat 82° 30′ N. At its N. W. extremity it is separated from Asia by Behring Strait, which is 36 m. wide in its narrowest part. Its entire length from the Arctic Ocean to the Isthmus of Panama may be estimated at about 5,000 m.; and its greatest breadth, between Cape Canso, Nova Scotia, and Cape Lookout, Oregon, 3,100 m.: or, according to another reckoning, between Cape St. Louis, Labrador, and Queen Charlotte's Sound, 3,220 m. Its aggregate area is estimated at about 7,800,000 sq. m. (Eng. stat.), consisting of 7,320,000 in the continent and the coast islands, 384,000 in Greenland, and 85,000 in the West Indies. The length of the coast on the Pacific side, including the Gulf of California, has been computed at 10,500 m.; that on the Atlantic side at 9,350 m. (from Panama along the inland sea to Florida Channel, 4,550, and from the latter to Hudson's Strait, 4,800); and that on the N. E. and N. shores may be assumed at about 3,000 m.; making a total coast line of nearly 23,000 m. The outline of the continent is marked by great indentations of the ocean. The largest gulfs or bays are,—Baffin's Bay, 5[illegible]0 m. long by 350 wide; Hudson's Bay, 1,150 by 600; Gulf of St. Lawrence, 450 by 350; Gulf of Mexico, 1,000 by 800; (with this should be mentioned the Caribbean Sea, 1,600 m. long, and of unequal width;) and the Gulf of California, 700 by 110. Other inlets of great extent are,—Bay of Fundy, Chesapeake and Delaware Bays, Bay of San Francisco, and the numerous sounds formed by islands.

The form and structure of this continent are characterized by simplicity, that is, in comparison with the other grand divisions of the globe. Its outline is nearly triangular, and the greater part of its surface is a vast plain, lying between two mountain ranges, one on either border, viz.: the Appalachian system on the E., and the N. A. Andes system on the W.

The Appalachian (or Alleghany) system of mountains consist chiefly of four separate chains or groups, crossing the country in the same general direction, from N. E. to S. W., extending from 35° to 51° N. lat., from Alabama to Labrador. The term "Alleghany" is frequently applied to this whole system, but is more commonly used to designate that part of it lying south of New York; but as the system is a connected one, it would be much better to always use the term "Appalachian" in speaking of it. These parallel chains of mountains are situated on an extensive table-land; and, in fact, since these chains are not lofty, their mean elevation being about 2,500 ft., it is more correct to describe this system as a lengthened plateau, crowned with chains of hills. The highest summits are,—Black Mtn., or Mt. Michel, 6,760 ft., situated 20 m. N. E. of Asheville, N. C.; Mt. Washington, 6,400 ft., Mt. Jefferson, 5,657 ft., and several others, in Coos Co., N. H.; Mt. Tahawus (or Mt. Marcy), 5,467 ft., in Essex Co., N. Y.; and Mt. Katahdin, 5,385 ft., in Piscataquis Co., Me. The several ridges are separated by wide and elevated valleys, remark-


N. AMERICA
Scale of Miles
0 200 400 600 800 1000
Longitude 30 West From 20 Washington 10
BRITISH AMERICA
UNITED STATES
MEXICO
GULF OF MEXICO
CENTRAL AMERICA
WEST INDIES
SOUTH AMERICA
Canada R.
Hudsons Bay
Baffins Bay
Cumberland L.
Winnipeg L.
Athabasca L.
Great Bear L.
Great Slave L.
Lake Superior
Lake Michigan
Lake Huron
Lake Erie
Lake Ontario
Mississippi R.
Missouri R.
Ohio R.
Red R.
Arkansas R.
Rio Grande
Colorado R.
Columbia R.
Washington
Oregon
California
Texas
Kansas
Nebraska
Iowa
Minnesota
Wis.
Mich.
Ill.
Ind.
Ohio
Penn.
N.Y.
Maine
Mass.
Boston
New York
Philadelphia
Washington
Richmond
Va.
N.C.
S.C.
Ken.
Tenn.
Ark.
Miss.
Ala.
Geo.
Florida
Louisiana
New Orleans
Mobile
Charleston
Savannah
Cuba
Havana
Jamaica
Kingston
Hayti
Porto Rico
Curacoa
Trinidad
Honduras
Guatemala
Mexico
Vera Cruz
Tampico
Acapulco
Oaxaca
Monterey
Matamoras
Chihuahua
New Mexico
Old California
Salt L.
Great Salt L.
Nova Scotia
New Brunswick
Newfoundland
Labrador
Greenland
Iceland
Open Sea
Longitude W. from Greenwich
Arctic Ocean
Behring's Str.
Russian America

able for their continuous length, though intersected by lateral basins. The ridges are distinguished from each other not only in their external features, but also by their geology. Their prevailing rocks are of the primary formation, as granite, gneiss, and mica schist.

The North American Cordillera is the most usual name for the immense system which embraces all the mountains of the continent situated to the west of the Mississippi and Mackenzie Rivers, extending between lat. 20° N. and the Arctic Ocean, and under different names. The main chain is that of the Rocky Mts.; the next in importance is called the Coast Range; and the third, the Sierra Nevada. Each of these chains has several local names, according to their particular divisions. There are also several branch ranges and transverse ridges connecting the principal chains. The geological structure of this system has not been fully made known; yet it is generally stated that the prevailing rocks in the Rocky Mts. are of the primary schistose and silurian strata, and that the Coast Range has nearly the same character, with the addition of volcanic rocks. However, it appears that the highest parts of the Rocky Mts. visited by Fremont were composed of rocks of granite and gneiss, shooting up into sharp and jagged peaks. The Mexican tableland extends from the Rocky Mts. on the N., commencing in about lat. 42°, to the mountain system of Central America, with a mean elevation of 7,000 ft. The sub-stratum of the country is formed of crystalline and silurian rocks, rich in precious metals. The Central American system extends from the Isthmus of Tehuantepec to the Isthmus of Panama, consisting of three groups, and containing numerous active volcanoes; its predominating rocks are granite, gneiss, and mica slate; and at the same time, a great part of this chain has been unheaved by volcanic agency.

In addition to the geological features just mentioned, in connection with the mountain systems, it should be stated that over a wide extent adjoining the Appalachian system, granite, gneiss, and mica schist prevail. These are succeeded by the silurian rocks, largely spread over the country, their strata sometimes extending over 2,000 miles. The great Basin of the Mississippi contains abundance of coal, rivalling, if not exceeding, the vast deposits of the Appalachian coal-field. In the Southern States, the upper secondary and the tertiary formations prevail. Iron is extensively deposited in every division of the continent. Copper occurs in the greatest abundance near Lake Superior. Lead along the Upper Mississippi, in adjoining districts of Illinois, Iowa, and Wisconsin. The gold mines of Virginia, North Carolina, and Georgia have long been worked with success, as well as those of Mexico, though all of them are completely eclipsed by the mines of California. Mexico, now as formerly, is the richest of all countries in its silver mines.

Rivers of great length and vast magnitude are very numerous. The Missouri River rises by three branches on the declivity of the Rocky Mts., near lat. 45° N., and within two miles of the sources of the Columbia River. Its general course, below the mouth of the Yellow Stone, is S. E.; and throughout its course, it is a rapid, turbid river, constantly augmenting in magnitude. Its length, from its source to its confluence with the Mississippi is stated at 3,096 m., and the distance from this confluence to the Gulf of Mexico at 1,253 m., making a total length of 4,349 m. Above the point of confluence, the Missouri is a much longer and larger river than the Mississippi;

but the united stream is called the Mississippi in consequence of that river having been first explored. At a distance of 521 m. below the source of the Missouri are its Great Falls, where the stream descends 357 ft. in 16½ m.; there is no serious obstacle to navigation between this point and its mouth, or a distance of 2,755 m., excepting perhaps its shallowness during the season of greatest drought. The length of the Mississippi to its confluence with the Missouri is about 1,900 m. This is navigable 950 m., to St. Anthony, where there is a fall of 18 ft., above which it is navigable for steamboats 400 m., with two interruptions, however, at Sauk Rapids and Little Falls. Below the mouth of the Ohio the average width of the river varies from one-third to two-thirds of a mile; its average depth varies from 90 to 120 ft.; and its velocity is from 60 to 70 m. a day. The chief rivers of the northern part of the continent are,—Mackenzie, 2,450 m. long; Saskatchawan, 1,910; Churchill, 770; and Albany, 650. The largest flowing into the Pacific are the Columbia and Colorado, each having a course of about 1,200 m.; and the Rio Grande (del Norte), emptying into the Gulf of Mexico, is about the same length; but the Columbia has far the greatest volume of the three. The length of the St. Lawrence River from Lake Ontario to the Gulf of St. Lawrence is about 750 m.; below Quebec it forms a broad estuary, which, at its entrance into the Gulf at Gaspe Point, is 100 m. wide. Most of the streams which flow into the Atlantic Ocean rise in the Appalachian Mts.; consequently, none of them have a very lengthened course; but as many of them expand into magnificent bays and harbors, they are of the utmost importance to the commerce and manufactures of the country.

The five great lakes are connected with each other by straits, and are situated in four terraces, differing in elevation, of which Lake Superior occupies the highest and Lake Ontario the lowest. Elevation of the surface of these lakes above the level of the sea: Lake Superior, 596 ft.; Michigan and Huron, 578; Erie, 565; Ontario, 232. Their depth varies considerably, but the mean depth of Huron (which is, in parts, the deepest of all,) and Michigan is stated at 1,000 ft.; Superior, 900; Ontario, 500; Erie, 84. Thus their beds are the most remarkable depressions of land in this part of the globe. Their areas, in English statute square miles, have been computed to be as follows: Superior, 42,000 sq. m.; Michigan, including Green Bay, 32,000; Huron and its bays, 25,400; Erie, 12,500; Ontario, 8,300; making a total of 120,200 sq. m.

The Niagara Falls are 20 m. from Lake Erie, and 14 m. from Lake Ontario. The river at its commencement near Buffalo, is about three-fourths of a mile wide, from 20 to 40 ft. deep, and flows with a rapid current for about three miles, and steadily increases in width. About four miles from its commencement Grand Island divides it into two channels; the western one is the larger and deeper, and the current of each is comparatively slow. After a course of three miles below the island, the rapids commence; these occupy the whole river for half a mile to the falls, and their descent is 51 ft. The falls are divided by Goat Island, ¼ m. wide and ½ m. long. The great fall, on the Canadian side, is about 1,800 ft. broad; that on the American side, 900; the descent of the former is 158 ft.; of the latter, 164. Two miles from the falls the river is spanned by a suspension bridge, 800 ft. long, and 230 ft. above its surface.

BRITISH NORTH AMERICA.

British America comprises all that part of the continent of North America that lies north of the United States, with the exception of the Russian Possessions at the N. W. extremity of the continent. Its southern boundary extends from the Pacific Ocean along the parallel of 49° to long. 95° W., thence through the middle of the great Lakes, Superior, Huron, Erie, and Ontario, down the St. Lawrence River to the parallel of 45°, along that parallel until it reaches the W. boundary of Maine, and thence passes around the N. and E. boundaries of that State, terminating through the St. Croix River in the Atlantic Ocean. This vast territory comprises about two-fifths of the whole area of North America. Its political divisions are,—the Provinces of Canada, New Brunswick, and Nova Scotia, the Colonies of Prince Edward Island, and Newfoundland, and the Hudson's Bay Territory.

British North America is mainly a level country. With the exception of the Rocky Mts., it has but few elevations, and these are, for the most part, of inconsiderable height. Its Atlantic coast has several very great indentations and numerous smaller ones; and its Pacific coast is remarkable for its inlets, many of which are excellent harbors. The surface of the whole country is extremely diversified with rivers and lakes. Some sections of it are very fertile, but the greater part will never be cultivated, on account of the climate. Vast forests overspread the land, and in many sections the lumber business is the leading pursuit. Fur-clad animals of many varieties abound in the woods, and throughout the uninhabited districts, especially in the interior and northern regions; these are hunted to obtain supplies of furs for the markets of the world.

Great Britain's claim to these territories was originally founded on discovery, was subsequently modified by the fortunes of war, and now rest upon treaties. In 1497, the coasts of North America were first discovered by John Cabot and his son Sebastian. Cabot was a native of Venice, residing in England in the reign of Henry VII.; under a patent granted by that monarch, he sailed from Bristol, Eng., for purposes of discovery; and on 24th June, 1497, he came in sight of North America—the coast of Labrador, as it has been conjectured. In the next summer, Sebastian Cabot sailed from England with two ships; and directing his course by Iceland, reached Newfoundland, which he called Terra de Bacalaos, from the great quantities of fish, so named by the natives, by which the surrounding seas were filled. In 1512, Sebastian Cabot again sailed for America, and visited Hudson's Bay, (now so called from Henry Hudson, who entered it in 1610.) In 1517, the first British ship commenced taking cod near Newfoundland. In 1524, Verazzano, sent out by Francis I. of France, surveyed over 2,000 miles of the coast of North America, including part of that of British America, and he gave the name of New France to the entire country along which he sailed. Cartier, the celebrated French navigator, on his second voyage to this region, in 1535, passed Newfoundland on St. Lawrence's day, and hence gave this name to the river which he soon entered; he

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reached the present site of Montreal and wintered in the vicinity. On his return, in 1541, he built a fortress near the present city of Quebec; this was the first European settlement in that part of America, but lasted only two years. In 1608, Samuel de Champlain, with other Frenchmen, founded the present town of Quebec; in 1609, he ascended the Sorel and discovered Lake Champlain. In 1604, the French had commenced settlements in Nova Scotia, but they were expelled by the English; and in 1621 James I. of England granted that territory to Sir Wm. Alexander, who, in 1623, unsuccessfully attempted to colonize it on an extensive scale. In 1629, the English took Quebec, but in 1632 they restored it to the French. The latter remained in possession of Canada, then called New France, for 127 years, or until the close of the struggle of 1759–60. In 1639, the French settled part of New Brunswick. Cromwell, in 1654, sent out an armed force and took possession of Nova Scotia, then called Acadia, which remained under Great Britain until 1667, when it was ceded to France by the treaty of Breda. In 1670, Charles II. chartered the Hudson's Bay Company. The English frequently attacked the Acadian settlements; they recovered possession in the wars of 1689 and 1710; and in 1713, by the treaty of Utrecht, Great Britain finally acquired Acadia, comprehending Nova Scotia and New Brunswick. At the same time, Newfoundland was declared to belong wholly to Great Britain, the French reserving a right to fish along the coast. Some of the Acadians now settled upon the islands of Cape Breton and Prince Edward. The latter was taken by the British in 1745, restored by the treaty of Aix-la-Chapelle in 1748, and was retaken, together with Cape Breton, by them in 1758. In the next year, the British army under General Wolfe took Quebec; in the ensuing year all of Canada was surrendered to Great Britain, which in 1763, by the treaty of Paris, obtained all the French possessions in North America. Twenty years afterwards, by another fortune of war, Great Britain transferred its right of governing the best part of North America to the United States.

CANADA

Extends between lat. 41° 47′ and 52° N., and long. 64° 10′ and 90° 30′ W., embracing a wide and extremely diversified section of country, and comprehending great variety of climate. In general terms, its whole surface may be considered as a vast plain, sloping southward, as is shown by the courses of its rivers. The section along its north boundary is a table-ridge of considerable height; and the streams emanating thence flow southwardly through Canada, while those formed on the north side flow north, through Hudson's Bay Territory, into Hudson's Bay.

After the British obtained possession of Canada, it was styled the Province of Quebec, until 1791, when it was divided into the two Provinces of Upper and Lower Canada, with distinct governments and separate legislatures. Owing to various causes, especially to the troubles in the year 1837, they were re-united by Act of the Imperial Legislature, July 23, 1840, and constituted into one province—The Province of Canada.

At the same time the names of the divisions were changed to Canada West (Upper Canada), and Canada East. Between these the Ottawa River forms the dividing line. These divisions are, in many respects, different, both in their natural features and the condition of their inhab-

itants; and hence it will be found most suitable to describe them separately. Yet there are several points in which a resemblance is evident. Both divisions are essentially agricultural countries. England has always desired to make Canada, and indeed, all her North American colonies, marts for the consumption of her manufactures. Consequently, Canada's energy has been chiefly directed to agriculture. Whatever prosperity the Canadian people enjoy, they owe it emphatically to the soil, the use they have made of it, and the timber they found upon it. It is true, that Canada has valuable mineral resources, but it is only within a short period that public attention has been directed to them, and that capital has been applied to their production. Her forests have long been known to be superior to those of any other British colony, but the products therefrom have been sent to the United Kingdom in payment for manufactured goods. For actually engaging in manufactures, Canada has from nature very great advantages, and it is more than possible that ere many years these will be improved.

The Government of Canada is assimilated to that of the parent empire. The Governor General is appointed by the British Ministry, and represents the dignity and power of the crown. He is also chief ruler of the other British N. A. colonies. He has an Executive Council of ten members, who are the heads of the public departments indicated by their titles. The Legislature is made up of two branches. The Legislative Council contains 44 members, appointed by the crown for life; and by law of 1856, will hereafter contain 40 other members elected by the people. The House of Assembly contains 130 members, elected for 4 years by the people, the franchise being nearly universal. The power of the Legislature is almost unchecked, regulating taxes, customs, private rights, and the general government of the Province by its acts, the Queen rarely withholding, as she has the power to do, her assent from a measure. Sessions are required to be held annually, and the Parliament lasts 4 years, though it may be previously dissolved by the Governor General.

The remarkable advancement of Canada in population, in wealth, and in civilization, has been owing, in a great degree, to the energy and liberality of its government. As a whole, the legislation of Canada within a few years has been of a very practical character. It has given close attention to all subjects of general importance, and has been far in advance of the demands of its people.

The internal improvements of Canada give evidence of its enterprise. By its ship canals large vessels can pass from the Atlantic Ocean to Lake Erie. The Welland Canal, between Lakes Erie and Ontario, is 28 m. long, with 34 locks, 150 ft. long by 26½ ft. wide, surmounting the elevation of 330 ft. Its business is constantly increasing; its revenue from tolls amounted to $138,967 in 1849, and to $260,137 in 1853; and in the latter year the number of passages through it comprised 5,448 of sailing vessels, and 1,266 of steamers. The St. Lawrence Canals, seven in number, and in all 41 m. long, overcome the elevation of 230 ft. between tide-water and Lake Ontario; their locks are 200 ft. long and 45 ft. wide, and are chiefly used in ascending the river. The Rideau Canal, making the Rideau River and Lake navigable, connects Ottawa River, at Ottawa City, with the St. Lawrence, at Kingston, a distance of 142 m., and has 47 locks. The Upper Ottawa is being improved, and a project to build a ship-canal from it to the Georgian Bay is agitated. It has also been proposed to build a ship-

canal from Toronto to Lake Huron, and another to connect the St. Lawrence with Lake Champlain.

The railroads are rapidly increasing in extent and number. In 1847, the only line in Canada was that from Montreal to the St. John's, 22 m.; in the fall of 1853, 225 m. of road were in operation; and in the summer of 1856, 1,025 m. Aid has been liberally extended by the government to these enterprises; the advances have been limited to one-half the amount actually expended, and for these advances the whole stock and resources of the railroads are pledged.

The foreign commerce of Canada has within a recent period increased more rapidly than its population. The imports are chiefly from Great Britain and the United States; with the latter country, however, the commerce has been greatly extended since the Reciprocity Treaty of 1854. Of the total commerce more than half is conveyed by the way of the St. Lawrence, and the importance of this amount should be estimated by the nature of the commodities exchanged rather than by their intrinsic value, since the exports consist largely of timber, and require an immense bulk of shipping.

Canadian lines of ocean mail steamers to Liverpool were recently established; they run to Quebec and Montreal in summer, and to Portland Me., in winter.

TABLE OF COUNTIES AND PARISHES IN CANADA EAST.

ATHABASCA.

Athabasca.
An. Aston.
Bd. Blanford.
Bde. Balstrode.
Chr. Chester.
Hn. Horton.
Mgn. Maddington.
Sd. Stamfold.
Tk. Tetngwick.

ARGENTEUIL.

Al. Argenteuil.
Ae. Arundle.
Cm. Chatham.
L'D. M. L'Deux Montagnes
Ge. Grenville.
Hn. Harrington.
Hd. Howard.
Wh. Wentworth.

BAGOT.

An. Acton.
D.Ry. De Ramsay.
S. C. St. Charles.

BEAUCE.

Ak. Adstock.
Dst. Dorset.
Gt. Gayhurst.
Jy. Jersey.
Le. Leniere.
Mw. Marlow.
Pe. Price.
Rbo. Rinsboro.
Sg. Spaulding.
Say. Shenly.
S. J. St. Joseph.
S. Ma. St. Marie.
Tg. Tring.
Vl. Vaudreuil.

BEAUHARNOIS.

Beauharnois.
G. George.
Ha. Helen.

BELLECHASSE.

Ak. Armagh.
Br. Berthier.
Bt. Beaumont.
Bd. Buckland.
Li. Livandiere.
S. Grs. St. Gervais.
S. M. St. Michael.
S. Vr. St. Vallier.
Vn. Vincennes.

BERTHIER.

Berthier.
Bn. Brandon.
Ct. Chicot.
D. S. or N. Y. Du Salle or New York.
Lne. La Naudiere.
L. N. La Noraye.
L. V. La Valtrie.

BONEVENTURE.

See Map of N. B.

CHAMBLY.

Chambly.
Ll. Longueil.
Me. Mentarville.
Ty. Trembly.

CHAMPLAIN.

Etn. Batiscan.
Cdela Mn. Cap deal Magdalin.
Cn. Champlain.
Rr. Radnor.
S. A. St. Ann.

CHATEAUGUAY.

Cy. Chateauguay
Es. Edwards.
Js. James.
Rl. Russel,
S. G. St. George.
Wm. William.

CHICOUTIMI.

COMPTON.

Ak. Adstock.
Ad. Auckland.
Bd. Barford.
By. Bury.
Cm. Chesham.
Ctn. Clifton.
Cln. Clinton.
Cn. Compton.
Dn. Ditton.
En. Eaton.
E. Emberton.
Hn. Hampden.
Hd. Hereford.
Lk. Lingwick.
Mn. Marstown.
Wy. Westbury.
Wn. Whitton.
Ww. Win low.

DRUMMOND.

Dm. Durham.
Gm. Grantham.
Ky. Kingsey.
Sn. Simpson.
Un. Upton.
Wy. Wendover.
Wm. Wickham.

DORCHESTER.

Crbe. Cranbourne.
Fn. Frampton.
Jt. Jolliet.
Lzn. Lauzan.
Sn. Standon.
We. Ware.
Wd. Watford.
Ke. Kennebec.

GASPE.

See Map of N. B.

HUNTINGDON.

Cs. Catharines.
Gr. Godmanchester.
Hd. Hemmingford.
Hc. Hinchinbrooke.
On. Ormstown.

IBERVILLE.

An. Augmentation.
Be. Blenrie.
F. Foucalt.
Nn. Noyan.
Ss. Sabrevois.

JOLIET.

D. A. D'Aillibout.
D. R. De Ramsay.

J. B. N. Jean Baptiste Nouvon.
Ke. Kildare.

KAMOURASKA.

Ih. Ixworth
Ka. Kamouraska.
Cc. Ouelle.
S. A. St. Anne.
S. D. A. St. Denis Aug.

L'ASSUMPTION.

L.An. L'Assumption.
L.Ce. La Chenange.
S. S. St. Sulpice.

LA PRAIRIE.

L. P. La Prairie.
S. L. St. Louis.

LAVAL.

LEVIS.

L'ISLET.

Afd. Ashford.
Be. Beaume.
L. I. L'Islet.
P. Je. Port Joliet.
S. R. d'As. St. Roche des Aunais.

LOTBINIERE.

Bs. Bonsecours.
D.Cs. Des Chaillons.
D.Ps. Des Plains.
Ge. Gaspe.
Lbe. Lotbiniere.
Ty. Tilly.
S Cx. St. Croix.
S. G. St. Giles.

MASKINONGE.

Cl. Carusel.
Dr. Dumontier.
Ge. Grandpre.
Hn. Hunterstown.
Lne. Lanaudiere
M. Machiche.
S. J. St. Jean.

MISSISQUI.

Missisqui.
Fn. Bolton.
Fe. Brome.
Fm. Dunham.
Fhm. Farnham.
Pn. Potton.
St. Armand.
Stanbridge.
Sn. Sutton.

MEGANTIC.

Ba. Broughton.
Ce. Colbourne.
Hx. Halifax.
Is. Inverness.
Id. Ireland.
Leeds.
Nn. Nelson.
Somerset.
Td. Thetford.

MONTCALM.

Cy. Chertsey.
Kilkenny.
Rawdon.
S. Se. St. Sulpice.
Wd. Wexford

MONTMORENCY.

C. de Be. Cote de Barepere.
Gr. Gardiner.
I. of Orleans.
Jy. Jersey.
St. Anne.

MONTMAGNY.

An. Ashburton.
Bcs. Bonsecours.
S. C. St. Clair.
S. J. St. Joseph.
St. Thomas.
Vincelot.

MONTREAL.

NAPIERVILLE.

L. La Salle.
S. Sherrington.

NICOLET.

Br. Becancour.
Cr. Courneyer.
Gy. Gentilly.
Gl. Godefroi.
Livran.
Nt. Nicolet.
S. F. St. Francis.

OTTAWA.

See Can. West.

A. Addington.
An. Alwyn.
At. Amherst.
Be. Blake.
Bl. Beauchette.
B. Bigelow.
El. Bidwell.
Bm. Buckingham.
Bn. Bowman.
Cn Cameron.
Dm. Denholm.
Dy. Derry.
Dd. Dudley.
Ey. Eardley.
Har. Hartwell.
H. Hincks.
Hl. Hull.
Ly. Lathbury.
Lr. Lochaber.
Lw. Low.
Mm. Masham.
Mi. Maniwaki.
Mc. Mc Gill.
Nd. Northfield.
P. N. Petite Nation.
Py. Ponsonby.
Pd. Portland.
Pn. Preston.
Rn. Rippon.
Sk. Suffolk.
Tn. Templeton.
Wd. Wakefield
We. Wabassee.
Ws. Wells.
Wt. Wright.

PONTIAC.

See Map of C. West.

A. Alberford.
Ad. Aldfield.
Ab. Aberdeen.
Bl. Bristol.
Cd. Caywood.
Cm. Clapham.
Cn. Clarendon.
Cr. Chichester.
Er. Esher.
Hs. Hastings.
Hd. Huddersfield.
Ky. Kirkilby.
L. Labouchere.
Ld. Litchfield.
Le. Leslie.
M. Mansfield.
Ow. Onslow.
Pt. Ponterfract.
Sn. Sheen.
Se. Stanhope.
Te. Thorne.
Wm. Waltham.

PORTNEUF.

Bl. Bourdlouis.
B. A. Bel Air.
Dl. Deschambault.
Ft. Fashambault.
Ge. Gandirville.
Gd. Gosford.
Gr. Grondines.
G. W. Grondines W.
Le. Lacheyretiere.
L. T. La Tesserie.
Ne. Neuville.
Pf. Portneuf.

QUEBEC.

Bt. Beuport.
N D. Notre Dame.
S. Gl. St. Gabriel.
S. I. St. Ignace.
Sm Stoneham.
Ty. Tewksbury.

RICHELIEU.

Bn. Bleurebemin.
Bs. Bonsecours.
Be.W. BourgeMarieW.
Ru. Richelieu.
Sl. Sorel.
S. O. St. Ours.

RIMOUSKY.

ROUVILLE.

Cy. Chambly.
Mn. Monon.
Rv. Rouville.

SAGUENAY.

Es. Eboulemen
Ln. Lettrington.
L. P. Re. La Petite Rivere.
M. M. Mt. Murray.
M. B. Murray Bay.

SHEFFARD.

Ey. Ely.
Granby.
Mn. Milton.
Rn. Roxton.
Sd. Shefford.
Sy. Stukely.

SHERBROOKE.

At. Ascott.
Bm. Bromton.
Od. Orford.
Spn. Shipton.
Se. Stoke.
Wr. Windsor.

SOULANGES.

N. L. New Longueil.
Ss. Soulanges.

ST. HYACINTHE.

S. C. St. Charles.
S. D. St. Denis.
St. Hyacinthe.

STANSTEAD.

Bn. Barnston.
Hy. Hartly
Sd. Stanstead.

ST. JOHN'S.

Ly. De Lery.
Le. La Colle.
St. John.

ST. MAURICE.

Cn. Caxton.
Gn. Gaiteneau.
P. L. Port du Lac.
S'. E. St. Etienne.
S. M. St. Marguerite.

TADOUSAC.

TEMISCOUTA.

TERREBONNE.

Bd. Beresford.
Be. Blainville.
Ds. Desplains.
G. Gore.
Te. Terre Bonne.

TWP MOUNTAINS.

L. dm. Lac des Milleisles.

VAUDREUIL.

Nn. Newton.
Rd. Rigaud.
Vl. Vaudreuil.

VERCHERES.

B. Belocil.
Cr. Contrecour.
C. Cournoyer.
Ge. Guillodiere.
S. B. St. Blain.
M. St. Michael.
Vs. Varrennes

WOLFE.

Ld. Dudswell.
Gy. Garthby.
Hm. Ham.
Sd. Stratford.
Wn. Weedon.
Wn. Wolfestown.
Wt. Wotton.

YAMASKA.

Be. E. Bourg Marie E.
Cl. Courval.
D. G. De Guir.
Le. Lassandiere.
Pe. Pierdeville.
S. Ae. St. Antoine.
F. S. St. Francis.
Ya. Yamaska.

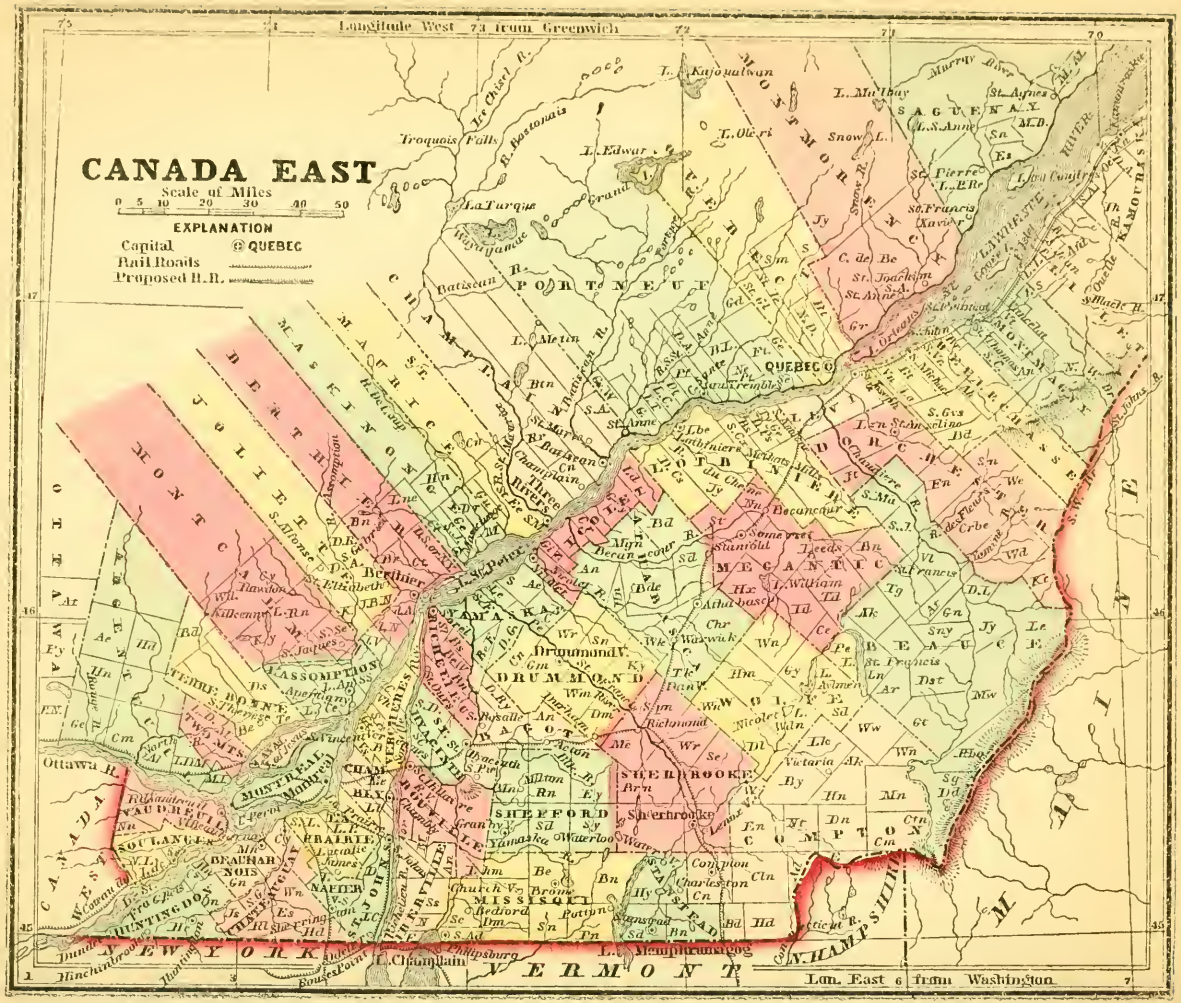
CANADA EAST, formerly called Lower Canada, has a diversified surface, and its scenery is of a bold character. It has several mountainous ranges, mostly below Quebec, which stretch N. E.

and S. W., nearly parallel with each other, and are called the Green Mts., from the forests of pine by which they are covered. On the lower part of the St. Lawrence, both sides of the river are mountainous; on the northern side, the range which extends as far as Quebec presents the most sublime and picturesque beauties; while on the southern side, the range called the Alleghanies commences at Perce, in the County of Gaspé, and about 60 m. below Quebec turns off and enters the United States. Above Quebec, on the north side of the river and between that city and the River St. Maurice, the country is not so bold; here the land rises gradually from the banks, and that which was but a short time ago a boundless waste of forest has been cleared, and now presents a succession of towns and villages and cornfields. Above the St. Maurice, and so far as Montreal, the shore is a little more abrupt, with considerable table-ridges; this section also is thickly settled and highly prosperous.

On the southern side of the St. Lawrence, commencing from the Gulf, (with the County of Gaspé, etc., which rather seems to be, geographically, a part of the New Brunswick country, than a part of Canada East,) there is an extensive region, but little explored, and resorted to on account of the valuable fisheries adjoining it. Through part of it the River Restigouche flows, and in its vicinity the land is well wooded, watered by many streams, and naturally fertile. Westward, the surface is said to be hilly, with extensive valleys, and from the Madawaska River to Quebec it is very fertile. Above Quebec, there is an excellent tract which, as it advances westward, gradually becomes a highly cultivated and luxuriant plain, and through it flow the Rivers Yamaska and Richelieu, the latter being the outlet of Lake Champlain. The scenery is extremely picturesque, interspersed with swelling ridges and lofty mountains.

A large proportion of the scenery throughout Canada East is of the most magnificent character. Along the St. Lawrence there are frequently prospects which open a view of from fifty to one hundred miles of river, from ten to twenty miles in breadth. These vast landscapes comprise very diverse features—lofty summits, bold headlands, and wide valleys; dense forests, and highly cultivated fields: pretty settlements stretching up along the mountains, and fertile islands with rich pastures. The River Saguenay is especially noted for the grandeur of its scenery. This is a majestic stream, to which about thirty others are tributary, entering the St. Lawrence about 120 m. below Quebec. It is navigable by large vessels for 90 m., and in some parts it is wonderfully deep; its banks are in many places perpendicular to the river's edge, and vary in height from 200 to 3,000 ft. Seven miles below Quebec are the Falls of Montmorenci, with a perpendicular descent of 230 ft. Three miles below these are the Falls of Chaudière, with a perpendicular pitch of 120 ft. down a wild chasm.

The climate is severe, yet eminently salubrious. The summer is short and hot, but its weather is steady, and the rapidly-grown crops are secured before the cold season begins; during its continuance the prevailing wind is the south-west, which brings with it part of the warmth of the Gulf of Mexico and the Valley of the Mississippi, and sweeps down the Valley of the St. Lawrence. The chief wind in winter is from the north-west, which, coming across the vast extent of frozen country and the unbroken frost regions, is very cold, but dry and bracing. The brilliant sky,


CANADA EAST
Scale of Miles
0 5 10 20 30 40 50
EXPLANATION
Capital
Rail Roads
Proposed R.R.
QUEBEC
Longitude West 73 from Greenwich
Lon. East 6 from Washington
MONTREAL
QUEBEC
SHERBROOKE
SHEFFORD
DRUMMOND
MISSISQUI
COMPTON
STANSTEAD
MEGANTIC
BEAUCE
DORCHESTER
LOTBINIERE
MEGANTIC
ARTHABASKA
WOLFE
RICHMOND
VERCHERES
CHAMBLY
ST. JOHNS
ROUVILLE
NAPIERVILLE
BEAUHARNOIS
SOULANGES
VAUDREUIL
TWO MTS.
JACQUES CARTIER
CHAMBLY
MISSISQUOI
HUNTINGDON
MONTCALM
JOLIETTE
TERREBONNE
MASKINONGE
MAURICE
CHAMPLAIN
PORTNEUF
SAGUENAY
MONTMORENCY
ORLEANS
KAMOURASKA
L. Kajoualwan
L. Edward
L. Oleri
L. Metis
L. Memphremagog
L. Champlain
Ottawa R.
St. Lawrence R.
Chaudiere R.
Richelieu R.
St. Francis R.
Yamaska R.
Batiscan R.
Jacques Cartier R.
Montmorency R.
Saguenay R.
Murray River
Ile Cherl R.
Troquois Falls
R. Bostonais
La Turque
Grand
Batiscan
Three Rivers
Champlain
St. Maurice R.
St. Anne
St. Marys
Lachine
Lachenaie
Terrebonne
St. Sulpice
L'Assomption
Berthier
Dundee
Killcenny
Lawrence
Hemmingford
Huntingdon
Chateauguay
Beauharnois
Caughnawaga
Laprairie
Longueuil
Boucherville
Varennes
Contrecoeur
Sorel
Yamaska
Drummondville
Wickham
Upton
Acton
Roxton
Granby
Waterloo
Shefford
Sherbrooke
Lennoxville
Compton
Stanstead
Barnston
Hatley
Eaton
Melbourne
Richmond
Wickham
Nicolet
Victoriaville
Somerset
Tring
Jersey
Leeds
Inverness
Thetford
Halifax
Wolfestown
Kingsey
Windsor
Ireland
Stratford
Aylmer
Lotbiniere
Becancour
Gentilly
Nicolet
Pierreville
Yamachiche
Maskinonge
Lanoraie
Rawdon
Chertsey
Joliette
Kildare
Dorchester
Frampton
Vanceboro
Lake Megantic
Woburn
Ham
Weedon
Marbleton
Piopolis
Ascot
Orford
Magog
Potton
Brome
Bedford
Pike River
Philipsburg
Highwater
Hinchinbrooke
Huntingdon
Covey Hill
Beauharnois
Soulanges
Vaudreuil
Two Mts.
Jacques Cartier
Chambly
Rouville
Napierville
Missisquoi
Montcalm
Joliette
Terrebonne
Maskinonge
Maurice
Champlain
Portneuf
Saguenay
Montmorency
Orleans
Kamouraska
NEW YORK
VERMONT
NEW HAMPSHIRE
MAINE
CANADA

pure, elastic air, and uninterrupted forest of Canada East, though of long duration, are exceedingly exhilirating and render out-door exercise agreeable. On the arrival of winter, the farmer kills his fat stock, freezes it, and can at any time dispose of it as the state of the market suggests. In winter the land is cleared, the firewood brought home, the farm produce sold, and supplies for the summer obtained.

The population of Canada East in 1851 was reported to be 890,261, while in 1848 it was 768,334. In 1851, it was thus classified as to origin: Canadian, French, 669,528; Canadian, not French, 125,580; Irish, 51,499; Scotch, 14,565; English, 11,230; British American Colonial, 1,005; from various countries, 4,372; and from the United States, 12,482. The latter are chiefly in the section of Vermont. In 1854, the Indian population was 3,213.

Classification by religion: Church of Rome, 746,866; Church of England, 45,402; Presbyterians, 33,535; Methodists, 21,183; Baptists, 4,493; all others, 37,782; total, 890,261.

The population is widely and very equally diffused, especially along the St. Lawrence. The traveller passing down that river below Quebec, sees no large towns and but few villages, yet, for more than a hundred miles, he observes that the houses continuously succeed each other at about the same interval, and is reminded of a scattered village. Notwithstanding this thick settlement of the shore, there is scarcely any way-business for steamboats, since the little trade that the habitans carry on with the city is done in small sailing vessels. Few of the farmers raise anything to sell, but on the other hand, they buy little to wear, and less to eat.

From their first settlement the great bulk of the lands in Canada East have been held by the feudal tenure, and this has been a great drawback to their improvement. The Provincial Parliament, at its session of 1854–5, abolished this system and provided compensation for the lucrative rights surrendered by the landlords. The people can now acquire real estate with little cost, and hold it in fee simple; and it is believed that this measure will completely revolutionize the country. Under the old system, however, the people have lived contented, and even happy, dwelling in the same one-story houses that were the homes of their grand-parents, and cultivating their little farms, which they have not been tempted to abandon by the glowing accounts of the more fertile West. Though chiefly employed in toilsome agricultural pursuits, they have not yet generally adopted the labor-saving implements of husbandry. Throughout all the rural districts the style of living is exceedingly plain. Each family grows its own wool and flax, spins and weaves the domestic cloth, making nearly all the clothing and bedding.

The lumber business is very extensive, employing a great amount of capital and many persons. The wood most exported is the white pine, which is shipped to Britain, etc. in the shape of masts, deals, laths, and squared timber. Red pine is also largely exported, and obtained from the Ottawa country. Black spruce is shipped from Quebec in great quantities, principally for the Irish market. Of the manufactures in this line the most important is ship building, which is chiefly carried on at Quebec. The increase in this branch has been great, not only from the demand for vessels, but from the reputation of Canadian built vessels for symmetry, solidity, and speed. In 1853, the tunnage built at Quebec

was valued at $2,000,000. The saw mills of Canada, especially on the Saguenay and Ottawa Rivers, are perhaps the largest in the world.

For engaging in manufactures, Canada East has rare advantages, in the abundance of water-power, and in the comparative cheapness and plentifulness of hands that are capable of becoming skilled. The long winter, in which few out-door agricultural employments can be prosecuted with profit, and the character of the industrious French Canadians, afford singular opportunities for the development of new pursuits.

Mining interests have not received general attention. At the St. Maurice Forges, 3 m. from the Town of Three Rivers, smelting works of bog iron ore have been carried on for a century.

Quebec, the oldest city in Canada, and formerly the capital, is situated on the south bank of the St. Lawrence, and is called the Gibraltar of America, from its great natural strength and its formidable defences. It consists of two parts. The Lower Town is built on a narrow space between the almost perpendicular rocks and the river, along which it stretches for nearly a mile, and contains the large commercial and other warehouses, stores, etc. In front of it are usually many great rafts of timber. The Upper Town is on the rocky promontory, 300 ft. above, surrounded with walls, and very strongly fortified. Its citadel, crowning the summit of Cape Diamond, covers, with its numerous works, an area of 40 acres, and cost many millions of dollars. Pop. in 1816, 14,480; in 1851, 42,052.

Montreal, on the east side of the Island of Montreal, in the St. Lawrence River, 180 m. above Quebec, is the largest and chief city in British America. It is most favorably situated for trade, being at the head of the ordinary navigation from the Atlantic, and connected with the important places of Canada, as well as with the United States, by several railroads. The river is here 3 m. wide, and its harbor is secure. The quays are superior to those of any other American city, built of limestone, and uniting with the locks and cut stone wharves of the Lachine Canal, they present a fine display of continuous masonry. No unsightly warehouses disfigure the river side. A broad terrace, faced with gray limestone, the parapets of which are surmounted with an iron railing, divides the city from the river throughout its whole extent. The city stands mainly on a low tract of land, about 2 m. wide, between the river and a considerable and very beautiful elevation called Mount Royal. The houses and buildings are generally constructed of gray limestone, imparting a peculiarly substantial appearance to the whole city. The Cathedral is a huge edifice in Gothic style, with two towers 220 ft. high, one of which contains the largest bell in America. Several other public edifices are noteworthy for their architecture and costliness. The tubular iron Victoria Bridge, in course of construction across the river at this place, will be the largest work of the kind ever built; it will be in all about 2 m. long, and the contract for its construction is about $6,000,000. It will rest on 24 piers, with spans, each 220 feet wide, except the centre span, which will be 330 ft. wide. Pop. in 1851, 57,715.

Pop. of other places in 1851: Three Rivers, 4,936; St. Hyacinthe, 3,313; Sherbrooke, 2,998. These are the only other towns of any note for population; but they are rising in importance, and there are many minor villages. Three Rivers is one of the oldest settlements in Canada, but its business never rose to much importance until within a few years.

CANADA WEST
Rail Roads
Proposed R. R.
Canal
Scale of miles
0 10 20 30 40 50 60
83 82 81 80 Long. East 79 from 78 Greenwich 77 76 75
2 West Long. 1 from Washington 0 East 1 2
Lake Huron
Lake Erie
Lake Ontario
Lake Michigan
Lake St. Clair
Manitoulin I.
Cockburn I.
Table Land
Toronto
Hamilton
Kingston
Niagara Falls
Buffalo
Rochester
Albion
Batavia
Geneseo
Dunkirk
Elmira
Ithaca
Bath
Olean
Corning
Blossburg
Meadville
Painesville
Sandusky
Detroit
Chatham
Sandwich
Goderich
Pt. Sanilac
Pt. Sarnia
London
Woodstock
Brantford
Dundas
Guelph
Galt
Berlin
Stratford
Sydenham
Barrie
Lindsay
Peterboro
Cobourg
Port Hope
Belleville
Napanee
Prescott
Brockville
Gananoque
Watertown
Martinsburg
Pulaski
Oswego
Rome
Utica
Syracuse
Herkimer
Auburn
Geneva
Canandaigua
Penn Yan
Havanna
Ellicott
Harnells V.
Mays V.
Erie
Pt. Pelee
Pt. Pelee I.
Pt. Clinton
Pt. Abino
Pt. Colborne
Long Point
Pt. aux Pins
Manitoulin I.
Cockburn I.
Drummond I.
Grand I.
Navy I.
Isle Royale
Isle Parisienne
Isle Philipeaux
Isle Coudre
Isle Perrot
Isle Jesus
Isle Bizard
Isle Montreal
Isle Perrault
Isle Dorleans
Isle aux Coudres
Isle aux Grues
Isle aux Oies
Isle Verte
Isle Madame
Isle Miscou
Isle Bonaventure
Isle Percé
Isle Anticosti
Isle Ste. Barbe
Isle Ste. Marguerite
Isle Ste. Thomas
Isle Ste. Helene
Isle Ste. Croix
Isle Ste. Pierre
Isle Ste. Paul
Isle Ste. Anne
Isle Ste. Jean
Isle Ste. Marie
Isle Ste. Rose
Isle Ste. Agathe
Isle Ste. Claire
Isle Ste. Catherine
Isle Ste. Genevieve
Isle Ste. Hilaire
Isle Ste. Ursule
Isle Ste. Foy
Isle Ste. Croix
Isle Ste. Pierre
Isle Ste. Paul
Isle Ste. Anne
Isle Ste. Jean
Isle Ste. Marie
Isle Ste. Rose
Isle Ste. Agathe
Isle Ste. Claire
Isle Ste. Catherine
Isle Ste. Genevieve
Isle Ste. Hilaire
Isle Ste. Ursule
Isle Ste. Foy

TABLE OF COUNTIES AND PARISHES IN

CANADA WEST.

ADDINGTON.

Aa. Anglesea.
Cn. Camden.
En. Ernestown.
Kr. Kaladar.
Sd. Sheffield.

BRANT.

BRANTFORD.

Bur. Burford.
Dd. Daldand.
Oa. Onondaga.
Tu. Tuscarora.
N. D. N. Dumfries.

BRUCE.

Ar. Arran.
Bt. Brant.
Be. Bruce.
Ck. Carrick.
Cs. Culross.
Ec. Elderslie.
Gr. Greenock.
Hn. Huron.
Ke. Kincardine.
Kg. Kinloss.
Sn. Saugeen.

CARLETON.

Fy. Fitzroy.
Gr. Gloster.
Gn. Goulbourn.
Hy. Huntley.
Mh. March.
M. Marlboro'.
Nn. Nepean.
Od. Osgood.

OTTAWA.

Tn. Torbolton.

DUNDAS.

Ma. Matilda.
Mn. Mountain.
Wr. Winchester.
Wg. Winsburg.

DURHAM.

Ct. Cartwright.
Cn. Cavan.
Ce. Clarke.
Dn. Darlington.
He. Hope.
Ms. Manvers.
S. Skugog.

ELGIN.

Ao. Aldboro.
Bm. Bayham.
Dh. Dunwich.
Me. Malahide.
S. D. S. Dorchester.
Sd. Southwold.
Yh. Yarmouth.

ESSEX.

An. Anderdon.
Cr. Colchester.
Gd. Gosfield.
Mc. Maidstone.
Mn. Malden.
Ma. Mersea.
Rr. Rochester.
Sh. Sandwich.
Ty. Tilbury.

FRONTENAC.

Bc. Barrie.
Bd. Bedford.
Cn. Clarendon.
Hc. Hinchinbrooke.
Kc. Kennebec.

KINGSTON.

Lo. Loboro.
On. Olden.
Oo. Oso.
Pn Palmerston.
Pg. Pittsburgh.
Pd. Portland.

GLENGARRY.

Ca. Charlotte.
Kn. Kenyon.
L. Lancaster.
Ll. Locheil.

GRENVILLE.

Au. Augusta.
Eg. Edwardsburg.
Ox. Oxford.
W. Wolford.

GREY.

Aa. Artemisia.
Bk. Bentinck.
Cd. Collingwood.
Dy. Derby.
Et. Eyremont.
Ea Euphrasia.
Gg. Glenelg.
Hd. Holland.
Mn. Melaucthon.
Ny. Normandy.
Oy. Osprey.
Pn. Proton.
S. V. St. Vincent.
Sn. Sullivan.
Sm. Sydenham.

HALDIMAND.

Co. Canboro.

CAYUGA.

Dn. Dunn.
M. Moulton.
Oa. Oneida.
Rn. Rainham.
Sa. Seneca.
Wal. Walpole.

HALTON.

Eg. Esquesing.
Na. Nasagweya.
Nn. Nelson.
Tr. Trafalgar.

HASTINGS.

Er. Elzevir.
Gr. Grimsthorpe.
Hd. Hungerford.
Hn. Huntingdon.
Lc. Lake.
Mr. Marmora.
Mc. Madoc.
Rn. Rawdon.
Sy. Sidney.
Tm. Thurlow.
Tr. Tudor.
Tu. Tyendenaga.

HURON.

Ad. Ashfield.
Bh. Biddulph.
Ce. Colborne.
Gh. Goderich.
Gy. Grey.
Hd. Hay.
Hl. Hullet.
Mcg. McGillivray.
M. K. McKilop.
Ms. Morris.
Sy. Stanley.
Sn Stephen.
T. S. Tuckey Smith.
Ue. Usborne.
Wh. Wawanosh.

KENT.

C. Camden.
Chatham.
E. W. D. Dover E. and W.
E. T. East Tilbury.
Hr. Harwich.
Hd. Howard.
Od. Orford.
Rh. Raleigh.
Ry. Romney.
Te. Tone.

LAMBTON.

Be. Brooke
Bt. Bosanquet.
Dn. Dawn.
En. Enniskillen.
Ea. Euphemia.
Mc. Moore.
Pn. Plympton.
P. S. Pt. Sarnia.
Sa. Sombra.
W. Warwick.

LANARK.

Bt. Bathurst.
Bk. Beckwith.
N. N. Burgess.
Dg. Darling.
Dc. Dalhousie.
Dd. Drummond.
Ey. Elmsley.
Lk. Lanark.
Lt. Levant.
Mc Montague.
N. S. N. Sherbrooke.
Pn. Packenham.
Rn. Ramsay.
S. S. S. Sherbrooke.

LEEDS.

Bd. Bastard.
Eb. Elizabeth.
Kc. Kitley.
Ln. Landsdown.
Ls. Leeds.
N. C. N. Crosby.
S. C. S. Crosby.
Yc. Yonge.

LENOX.

A. Adolph.
Eg. Fredericksb'h.
N. Richmond.

LINCOLN.

C. Caistor.
Cn. Clinton.
Gn. Gainsboro.
Gm. Grantham.
Gy. Grimsby.
L. Louth.
Na. Niagara.

MIDDLESEX

Ad. Adelaide
Ce. Caradoc.
De. Delaware.
Ed. Eckford.
Lo. Lobo.
London.
Ma. Mosa.
W.N. W. Nissouri
N D. N. Dorchester
Wr. Westminster
Ws. Williams.

NORFOLK.

Ce Charlotteville
Hn. Houghton.
Mn. Middleton.
Td. Townsend.
Wm. Walsingham.
Wn. Windham. (N.)
We. Woodhouse.

NORTHUMBERLAND.

Ce. Cramahe.
Hl. Haldimand.
Hn. Hamilton.
My. Murray.
Py. Percy.
Sr. Seymour.

ONTARIO.

Bk. Brock.
Ma. Mara.
Ra. Rama.
Rh. Reach.
Pg. Pickering.
St. Scott.
Ux. Uxbridge.
Wy Whitby.

OXFORD.

Bm. Blenheim.
Bl. Blandford.
Dm. Dereham.
E. N. E. Nissouri.
Nh. Norwich.
Od. Oxford.
Za. Zora.

PEEL.

An. Albion.
Cn Caledon.
Cg. Chinguac.
Tn. Toronto.

PERTH.

B. Blanchard.
Dc. Downie.
Ee. Easthope.
E. Ellice
Ea. Elma.
Fn. Fullarton.
Hl. Hibbert.
Ln. Logan.
Nn. Normington.
We. Wallace.

PETERBORO.

Al. Asphodel.
Bt. Belmont.
Bh. Burleigh.
Dr. Dummer.
Do. Douro.
Ec. Emmsmore.
Hy. Harvey.
Mn. Methuen.
M. Monaghan.
Oe. Otonabee.

PRESCOTT.

Ad. Alfred.
Ca. Caledonia.
H. Hawkesbury.

LONGUEIL.

N. P N.Plantagenet.
S.P. S. Plantagenet.

PR. EDWARD.

Ag. Ameliasburg.
At. Athol.
Hl. Hallowell.
Hr. Hillier.
M. Marysburgh.
Sy. Sophiasburgh.

RENFREW.

An. Admaston.
Bt. Bagot.
Bd. Blithefield.
By. Bromley.
H. Horton.
Mb. McNab.
Pe. Pembroke.
Rs. Ross.
Sd. Stafford.
Wn. Westmeath.

RUSSEL.

Ce. Cambridge.
Cla. Clarence.
Cd. Cumberland.
Rl. Russel.

SIMCOE.

Aa. Adjala.
Ea. Ezra.
Fs. Flas.
H. Innisfil.
Mh. Matchadash.
Me. Medonte.
Mo. Mono.
Mr. Mulmur.
La. Notawassaga.
Oo. Oro.
Oa. Orillia.
Se. Sunnydale.
Ty. Tay.
Th. Tecumseh.
Ty. Tiny.
T. Tossorontio.
Va. Vespra.
W. G. W. Guillimsbury.

STORMONT.

Cl. Cornwall.
Fh. Finch.
Ok. Onasbruck.
Ro. Roxboro.

VICTORIA.

By. Bexley.
Eo. Eldon.
Ly. Emily.
Fn. Fenelon.
Ma. Mariposa.
Os. Ops.
Se. Sommerville.

WATERLOO.

Ds. Dumfries.
Wo. Waterloo.
Wy. Wellesley.
Wt. Wilmot.
Wh. Woolwich.

WELLAND.

B. Bertie.
H. S. Humberstone.
P. Pelham.
Sd. Stamford.
Td. Thorold.
Wt. Wainfleet.
Wy. Willoughby.

WELLINGTON.

Ak. Amaranth.
Ar. Arthur.
Er. Erin.
Ga. Garafraxa.
Gr. Gramosa.
Gh. Guelph.
Lr. Luther.
Mt. Maryboro'.
Mo. Minto.
Nl. Nichol.
Pl. Peel.
Pa. Pilkington.
Ph. Puslinch.

WENTWORTH.

Ar. Ancaster.
Bn. Barton.
B. Beverly.
Bk. Binboro.
Fo Flamboro.
Gd. Glanford.
St. Saltfleet.

YORK.

E. G. E.Guillimsbury
Kg. King.
Mm. Markham.
N. G N.Guillimsbury
Sr. Scarboro.
Vn. Vaughan.
Wh. Whitchurch.
Yk. York.

CANADA WEST, or Upper Canada, is mainly a level, champaign country, with gently undulating hills and rich valleys. From the commencement of its eastern boundary on the St. Lawrence, and following along the shores of that river and Lakes Ontario and Erie to the Detroit River, there is no elevation of any consequence, and throughout this extent the soil is generally rich. The first ridge is that commencing almost at the boundary line, and extending between the Rivers St. Lawrence and Ottawa. The ridge commencing at the Bay of Quinté extends westerly along Lake Ontario, joins the Burlington and Queenston heights, and beyond Niagara enters the United States. At a distance of from 50 to 100 m. north of Lake Ontario there is a ridge of high rocky country, running towards the Ottawa, behind which there is a wide and rich valley of great extent, bounded on the north by a table-land or mountainous country of still higher elevation. There are some peculiar features in this country, which were ascertained by an engineer employed on the Rideau Canal. On looking at the north shores of the River St. Lawrence and Lake Ontario, it will be seen that all the rivers on that side of the ridge, which join them, are short and unimportant, while those which flow into the Ottawa are long and broad, and drain a large extent of country; the solution of this was found by ascertaining that the level of Lake Ontario is about 130 ft. higher than that of the Ottawa River.

Canada West has three great natural sections, the eastern, central, and western. (1.) The first comprises the triangular territory between the St. Lawrence and the Ottawa: it contains much excellent land and a hardy enterprizing people, and is destined to afford support to a much larger population, as it embraces valuable mineral resources, and has large tracts available for settlement. Its chief town is Bytown, now called City of Ottawa, with 10,000 inhabitants. (2.) The central section extends from Lake Ontario on the south to Lake Nipissing on the north, and from the latter, eastward to the Ottawa River. It is

of nearly square form, includes a large territory, is watered by several fine streams, and is destined to contain a very large population. It has several minor divisions, and its principal towns are Toronto and Kingston, and with these may be named—Cobourg, Port Hope, Peterborough, and Belleville, which are rapidly rising in importance. (3.) The western section comprises the irregular peninsula, nearly enclosed by Lakes Ontario, Erie, St. Clair, and Huron, and the channels by which these are connected. It is advancing with great rapidity, is attracting the greater share of the immigration, and is in many respects the garden of Canada West. Its surface is remarkably level, scarcely containing a hill: and its interior is traversed by several rivers—the Welland, Grand, Thames, and Sydenham. The principal towns are Hamilton, London, and Brantford; while St. Catharines, Paris, Galt, Guelph, and Goderich are steadily augmenting in population and importance. The settlements bordering Lake Huron are rapidly increasing.

The soil is generally very fertile, and greatly improves to the westward. Its quality, when uncultivated, is easily ascertained by the timber it produces, the larger and heavier kinds growing on the best soil. In the district between the St. Lawrence and the Ottawa, the predominating soil is brown clay and loam, intermingled with marl; but farther west, and north of Lakes Ontario and Erie, the soil becomes more clayey and far more productive. The virgin soil is extremely rich, and the deposits of vegetable matter for ages, improved by the ashes of the fires which sometimes sweep the forests, renders it abundantly productive for several years without extraneous help.

The climate is more favorable for agricultural purposes than that of Canada East; the winter is shorter, and the temperature less severe. The neighboring lakes have a very great influence in ameliorating the winter's cold and reducing the summer's heat. The atmosphere is rendered humid, though in a considerably less degree than that of a truly maritime climate, and there is a comparative immunity from spring frosts and summer droughts.

The population has increased more rapidly in Canada West than in any other national division of America. In 1824 it numbered 151,097; in 1834, 320,693; in 1843, 706,055; and in 1851, 952,004. This increase has been chiefly owing to immigration from the United Kingdom and Europe. According to the census of 1851, the people were classified as to origin, thus: Born in Canada, and not of French origin, 526,093; Ireland, 176,267; England and Wales, 82,099; Scotland, 75,811; United States, 43,752; Canada, of French origin, 26,417; Germany and Holland, 9,957; British American Colonies, 6,498; all other countries, 4,520; total, 952,004. The numer of natives of Ireland is thus shown to greatly exceed those of any other foreign country. The inhabitants of French Canadian origin are most numerous in the Counties of Essex, Prescott, and Glengarry, and in the City of Ottawa. The Township of Waterloo, in 1851, contained 5,237 persons of German origin, and it is remarkable for great prosperity and very fine farms. In the Counties of Haldimand, Perth, York, and Welland, the German population is also numerous and equally prosperous. In 1854, the Indian population was 10,763. Classification as to religion in 1851: Church of England, 223,190; Methodists, various sects, 207,656; Presbyterians, various sects, 204,148, of which Church of Scotland 71,740; Roman Catholics, 167,695;

Baptists, 45,353; Lutherans, 12,287; all others, 91,873.

The people are principally employed in agricultural business. For several years the great staples have been wheat and oats. A part of Canada West is now probably the most productive wheat-growing district in America; yet it is not unlikely that the future production of this crop will be lessened, owing to the natural exhaustion of the soil, and the consequent change to other crops. In 1851, the crop of wheat was reported at 12,682,550 bush., and that of oats at 11,391,867 bush.; while the crop of corn was only 1,662,524, barley 625,452, buckwheat 579,935, and rye 318,429 bushels.

The products of the forest rank next to those of agriculture in importance, and are equal in value. Timber is yet everywhere abundant; but the district most noted for the lumber business is the Ottawa Valley. This district supplies yearly to the European market above 25,000,000 cubic feet of timber, 850,000 deals and planks, and an immense amount of staves, etc. It is estimated that at the present rate of consumption the forests now in this region would continue to supply their annual product for 150 years, without taking into consideration the natural growth during that period. The lumber trade of the Ottawa annually requires from 25,000 to 30,000 men, and, owing to the increased demand for lumber, is about to be much extended.

Between Kingston and the River Severn, there are extensive and rich deposits of magnetic and specular iron ore. The Marmora mines are now worked by a wealthy company, which also owns in that vicinity extensive beds of marble and lithographic stone. In the same district are galena and plumbago, besides grindstone and flagging stone formations, and abundance of clay, producing the red and white brick. Around Lake Ontario, the basis rock is limestone on granite, real granite being seldom seen. On Lake Erie the strata are limestone, slate, and sandstone; and at Niagara the stratum of slate is nearly 40 ft. thick. On Lake Huron limestone occurs, with detached blocks of granite, and other primitive rocks. On the north shore of Lake Superior are vast beds of granite and mines of copper.

The lake fisheries are very valuable; the trade is comparatively a new one with the Canadians, but is annually increasing.

The manufactories, excepting as included under saw mills and grist mills, consist, as to number, chiefly of the tanneries, carding and fulling mills, woolen factories and foundries.

The increase of population throughout all Canada West, the rapid growth of its chief towns, and the constant extension of its railroads, is resulting in a great increase in all branches of manufactures as well as those of trade.

Population of the chief cities and towns in 1851: Toronto, 30,775; Hamilton, 14,112; Kingston, 11,585; Bytown, now the City of Ottawa, 7,760; London, 7,035; Belleville, 4,569; Brantford, 3,877; Coburg, 3,871.

Toronto, now the capital of Canada, is situated at the head of a beautiful and commodious bay, on the N. W. shore of Lake Ontario. The bay is nearly enclosed by land, being separated from the lake by a low peninsula about 6 m. long. The site of the city is low, but rises gradually from the water's edge. It is regularly laid out, and within a few years has wonderfully improved in its general appearance; and the inhabitants are not a little proud of their progress. The chief building material is brick, which is light

Longitude West 64 from Greenwich
Longitude East 13 from Washington
EXPLANATION
Capitals
County Towns
Rail Roads
Proposed R. R.
Scale of Miles
10 30 50 75
NOVA SCOTIA
AND
NEW BRUNSWICK
NEW BRUNSWICK
NOVA SCOTIA
CANADA
CANADIAN CHANNEL
ANTICOSTI I.
GULF OF ST. LAWRENCE
BAY OF FUNDY
ATLANTIC OCEAN
PRINCE EDWARDS ISLAND
CAPE BRETON I.
MAGDALEN ISLANDS
Pt. Des Monts
St. Lawrence R.
Matane
Matapediac L.
Restigouche R.
Dalhousie
Chaleurs B.
Bathurst
Gloucester
Nepisiguit R.
Miramichi
Northumberland
Perth
Victoria
Richibucto
Kent
Shediac
Moncton
Westmorland
Dorchester
Albert
Hopewell
Fredericton
St. John R.
Kingston
Sussex Vale
Woodstock
Carleton
Charlotte
St. Andrews
Passamaquoddy Bay
Eastport
Machias
Campobello I.
Grand Manan I.
Annapolis
Digby
Annapolis R.
Lunenburg
Liverpool
Shelburne
Yarmouth
Tusket I.
Sable I.
Cumberland
Amherst
Pictou
Truro
Windsor
Kentville
Horton
Minas Basin
Cobequid B.
Halifax
Sackville
Guysboro
Sherbrooke
Canso
Arichat
Port Hood
Cheticamp
Bedeque
Sydney
Port Mulgrave
Pictou I.
Prince Edward I.
Charlotte T.
George T.
Cardigan B.
East C.
Seal I.
Miscou I.
Shippegan I.
Caraquet
Tracadie
Gaspe B.
Gaspe R.
Mal Bay
Perce
C. Roziere
Chaleur B.
Bonaventure I.
Percé
Bird Rocks
Brion I.
Coudre I.
Wolfe I.
Deadman I.
Amherst I.
Henry I.
St. Paul
North Pt.
C. St. Lawrence
Agnes I.
Scatari I.
Sable I.
Pt. Des Monts
West Pt.
North Pt.
Black Rocks
Cow Pt.
Carleton Cove
Pleasant B.
Four Cove
S.W. Point
East Point
South Pt.
Heath Pt.
Shallow Cr.
Sandy Cove
Matane
Matapediac R.
Restigouche R.
Grand Daniel
Miscou I.
Chaleurs B.
Shippegan I.
Caraquet
Tracadie
Bathurst
Nepisiguit R.
Miramichi
Chatham
Nelson
Newcastle
Douglastown
Escuminac
North C.
Richibucto
Kent
Shediac
Moncton
Petitcodiac R.
Memramcook R.
Petitcodiac
Hillsborough
Woodstock
Tobique R.
Meduxnekeag R.
Houlton
Presque Isle R.
Aroostook R.
Fredericton
St. John R.
Kingston
Sussex Vale
Hampton
Kennebecasis B.
Belleisle B.
Jemseg
Grand Lake
Gagetown
Oromocto
Maugerville
Sheffield
Woodstock
Carleton
Charlotte
St. Andrews
Passamaquoddy Bay
Eastport
Machias
Campobello I.
Grand Manan I.
Dochet I.
Scotch Ledge
Quoddy Head
Calais
Milltown
Chamcook
Chamcook Mts.
Digdeguash R.
Magaguadavic R.
Magaguadavic L.
Dumbarton
Scoodic
Scoodic R.
Lepreau
Lepreau R.
Musquash
Musquash Harbour
Manawagonish
Manawagonish Bay
Partridge I.
Negro I.
Spectacle I.
Dipper Harbour
Lorneville
Saint John
Portland
Carleton
Indiantown
Simonds
Lancaster
Loch Lomond
Mispec
Mispec R.
Mispec Bay
Duck Cove
Fundy Bay
Musquash
Musquash Harbour
Manawagonish
Manawagonish Bay
Partridge I.
Negro I.
Spectacle I.
Dipper Harbour
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Portland
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Lancaster
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Mispec R.
Mispec Bay
Duck Cove
Fundy Bay
Cumberland
Amherst
Pictou
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Kentville
Horton
Minas Basin
Cobequid B.
Halifax
Sackville
Guysboro
Sherbrooke
Canso
Arichat
Port Hood
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Sydney
Port Mulgrave
Pictou I.
Prince Edward I.
Charlotte T.
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Gaspe B.
Gaspe R.
Mal Bay
Perce
C. Roziere
Chaleur B.
Bonaventure I.
Percé
Bird Rocks
Brion I.
Coudre I.
Wolfe I.
Deadman I.
Amherst I.
Henry I.
St. Paul
North Pt.
C. St. Lawrence
Agnes I.
Scatari I.
Sable I.
Annapolis
Digby
Annapolis R.
Lunenburg
Liverpool
Shelburne
Yarmouth
Tusket I.
Sable I.
Cumberland
Amherst
Pictou
Truro
Windsor
Kentville
Horton
Minas Basin
Cobequid B.
Halifax
Sackville
Guysboro
Sherbrooke
Canso
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Pictou I.
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Bonaventure I.
Percé
Bird Rocks
Brion I.
Coudre I.
Wolfe I.
Deadman I.
Amherst I.
Henry I.
St. Paul
North Pt.
C. St. Lawrence
Agnes I.
Scatari I.
Sable I.

colored and of a pleasing tint. The public buildings are comparatively numerous, and of excellent construction.

Hamilton, at the western extremity of Lake Ontario, is built on an acclivity extending back to the base of a mountainous eminence. Many buildings are constructed of freestone and limestone, supplied from great quarries in the rear of the town. It has superior commercial advantages, and since the completion of the Great Western R. R., its trade has been greatly extended.

Kingston, near the outlet of Lake Ontario, is the military and naval headquarters of the Province, and, after Quebec and Halifax, is the strongest post in British America. The government establishments, together with the shipping interests of Kingston are its principal supports. It is chiefly built of blue limestone, which underlies it.

TABLE OF COUNTIES AND PARISHES IN NEW BRUNSWICK, PRINCE EDWARD'S, NOVA SCOTIA, AND CAPE BRETON.

NEW BRUNSWICK

ALBERT.
C. Coverdale.
H. Hillsboro.
Hy. Harvey.

CHARLOTTE.
Pd. Penfield.
S. A. St. Andrews.
S. D. St. David.
S. G. St. George.
S. J St. James.
S. P. St. Patrick.
Sn. St. Stephen.
Carleton
Bn. Brighton.
N. H. Northampton.
Wd. Wakefield.
W. Woodstock.

GLOUCESTER.
Bl. Bathurst.
B l. Beresford.
Ce. Carcaquette.
New Bandon.
Sz. Sumarez.

KENT.
Cn. Carleton.
Ds. Dundas.
Hl. Harcourt.
H. Huskinson.
W. Wexford.
Wn. Wellington.

KINGS.
G. Greenwich.
Hn. Hampton.
K. Kingston.
N. Norton.
Se. Studholme.
S. Springfield.
Sr. Sussex.
U. Upham.
Wd. Westfield.

NORTHUMBERLAND.
Ak. Alnwick.
Bl. Blackwell.
Bd. Bli-stield.
Chatham.
Nn. Nelson.
Ne. Newcastle.
Nr. Northesk.

QUEENS.
Br. Brunswick.
Cn. Chipman.
Gagetown.
H. Hampstead.
Jn. Johnston.
Pe. Petersville.
Wm. Wickham.

RISTIGOUCHE.

ST. JOHNS.
L. Lancaster.
P. Portland.
S. M. St. Martin.
S. Simonds.

SUNBURY.
Bn. Barton.
Be. Blissville.
Mc. Mayerville.
Sd. Sheffield.

VICTORIA.
Kl. Kent.
Perth.

WESTMORELAND.
Bd. Botsford.
Dorchester.
Mn. Monkton.
Sy. Salisbury.
Sc. Shediac.
Sc. Sackville.

YORK.
Cn. Cardigan.
Ds. Douglass.
D. Dumfries.
Kr. Kingsclear.
P. Prince William.
Qy. Queensbury.
Sn. Southampton.
S. M. St. Mary.

PR. EDWARD'S ISLAND.

KINGS.
E. East.
S. A. St. Andrews.
S. G. St. George.
S. P. St. Patricks.

PRINCES.
El. Egmont.
Hx. Halifax.
N. North.
Rd. Richmond.
D. St. Davids.

QUEENS.
B. Bedford.
C. Charlotte.
Ge. Grenville.
Ho. Hillsboro.
S. J. St. Johns.

NOVA SCOTIA.

ANNAPOLIS.
Ge. Granville.
Wl. Wilmot.

COLCHESTER.
En. Earlton.
Ey. Economy.
G. Greenfield.
K. Kempton.
Ly. Londonderry.
Truro.

CUMBERLAND.
At. Amherst.
Po. Parsboro.
Wc. Wallace.

DIGBY.
C. T. Claretown.
Dy. Digby.

GUYSBORO.
Guysboro.
Mr. Manchester.
S. M. St. Marys.

HALIFAX.
Dk. Dartmouth.
L. T. LawrenceTown
Pn. Preston.

HANTS.
D. Douglass.
Fh. Falmouth.
Kt. Kent.
Md. Maitland.
N Newport.
R. Rawdon.

KINGS.
Ad. Aylesford.
Cs. Cornwallis.
H. Horton.
Sc. Sherbrooke.

LUNENBURG.
Cr. Chester.
Lg. Lunenburg.
N. D. New Dublin.

PICTON.
En. Egerton.
Ml. Maxwell.

QUEENS.
Gb. Gaysboro.
Ll. Liverpool.

SHELBURNE.
Sn. Shelburn.

SIDNEY.
Ag. Arisaig.
S. A. St. Andrews.
An. Antigonish.

YARMOUTH.
Ar. Argyle.
Yh. Yarmouth.

CAPE BRETON ISLAND.

CAPE BRETON.
Ay. Albany.
Am. Amelia.
A. Augusta.
Lo. Louisa.
Ma. Matilda.
My. Mary.

INVERNES.
Hy. Henry.
Wm. William.

RICHMOND.

VICTORIA.

NEW BRUNSWICK,

Situated between Nova Scotia and Canada East and bounded west by Maine, has an extreme length, N. and S., of about 230 m., and an area of 27,700 sq. m. Its surface consists chiefly of a series of bold undulations, agreeably diversified with hills and lowlands. There are many continuous ridges of land which are not of great height, but are so marked with steep acclivities and sharp outline that they present a striking contrast with the alternating valleys and plains. The greater part of the country is covered with dense forests of white pine, spruce, hackmatack, etc., from which immense quantities of timber are annually obtained for exportation and ship building. Lumbering is the chief business, and has been steadily increasing for many years. Hence, agriculture has made but slow progress, and the manufactures, except as connected with lumbering, are limited to articles of primary necessity. The chief and most profitable crop is grass, which occupies about four-fifths of every large farm, hay being in great demand to supply the teams employed in lumbering. In 1851, there were 584 saw mills employing 4,302 persons. In 1852, the timber floated down the St. John River was valued at $1,945,000. The fisheries in the Bay of Fundy are very valuable, but the fishing vessels employed are chiefly from the United States. The St. Andrews and Quebec R. R. has been opened in part, viz.: 24½ m. from the former place; and is in progress towards Woodstock, which is to be the terminus of the first section, 90 m. from St. Andrew's. This road is intended to form a main trunk line to Canada, entirely through British territory. Other lines of railroad are in progress.

The population in 1851 was 193,800, composed of 191,626 whites, 1,058 colored, and 1,116 Indians. The immigrant population amounted to 40,432 persons, of whom 28,776 were Irish. A great portion of the country between Shediac and the Miramichi River is principally settled by the descendants of the Acadian French who preserve the habits of their ancestors.

Fredericton, the capital, on the St. John River, 85 m. above its mouth, is the chief entrepot of commerce with the interior. The river is naturally navigable to this place for small seagoing vessels, and upon the removal of certain obstructions (which work is approaching completion) in the stream above, it may be ascended by steamers of light draught as far as to the Great Falls. Pop. in 1852, 4,458.

St. John is the chief city and seaport. It is built upon a rocky declivity projecting from the mainland into the mouth or bay of the St. John's River, 2½ m. from the Bay of Fundy, and has a fine appearance when approached from the sea. Its harbor is safe, and since the water is very deep, and the ordinary rise of the tide is about 21 ft., it is never obstructed by ice. In 1837 the city was nearly destroyed by fire, and it has suffered greatly since that time from the same cause. The buildings are now mostly constructed of brick or stone, and many of the public structures have an elegant appearance. Pop. in 1852, 22,745. Carleton, a thriving suburb on the west side of the harbor, is included within the city corporation.

Chatham, on the Miramichi, is a place of some business importance during the season of navigation, or about half the year. Pop. 3,000.

St. Stephens is a flourishing village, on the St. Croix River, opposite Calais, Me. Lumbering is the main business, with some ship building.

PRINCE EDWARD'S ISLAND

Is situated in a recess on the S. W. side of the Gulf of St. Lawrence, and, separated from New Brunswick on the west and Nova Scotia on the south by the narrow Strait of Northumberland. It has an irregular crescent shape. Greatest length on a line curving through its centre, 130 m.; breadth, 4 to 34 m.; area, 2,140 sq. m. Its coast line is deeply indented, presenting a succession of large bays and projecting headlands. The large bays, by penetrating into the land from opposite directions, form narrow isthmuses, which thus divide the island into three distinct peninsulas; and these natural divisions have been adopted as the basis of the civil division into three counties. The entire surface is of a gently undulating character. Originally, the island was covered with a dense forest, of which a considerable part still remains. The whole island is eminently agricultural and pastoral. The soil is chiefly of a light reddish loam, and the prevailing rock is a reddish sandstone, but a large part of the surface is alluvial, and is free from stone; in most parts the soil is rather light, but well adapted to oats and potatoes. Great quantities of these and other products are raised for exportation to the adjoining provinces, and to the United States. Some business is also done in ship building and fishing. The climate is much milder than that of the adjoining continent. The population in 1841 was 47,033; and in 1848, 62,678. Charlotte Town, the capital, on Hillsborough River, near the southern coast, has one of the best harbors in the adjacent seas; it is well built, on gently rising ground; its chief edifices are the government buildings, barracks, fort, and churches; its population, by last census, 4,717.

NOVA SCOTIA.

This Province comprises the Peninsula of Nova Scotia and the Island of Cape Breton, which together have an area of 18,747 sq. m., and a population of 276,117, according to the census of 1851. Sable Island, 85 m. S. S. E. of Cape Canso, is also included under the government of Nova Scotia.

Nova Scotia proper is a long and comparatively narrow peninsula, lying nearly parallel to the mainland of New Brunswick, with which it is connected by the narrow Isthmus of Chignecto; extreme length, 280 m.; do. breadth, 115 m.; area, 15,627 sq. m. Its S. E. coast is remarkable for the number of its capacious harbors, there being at least 12 ports capable of receiving ships of the line, and 14 of sufficient depth for merchantmen, between Halifax and Cape Canso, or 110 m. The coast is low and undulating, in some parts rugged, of a cheerless aspect, and covered with fir forests. A broad belt of elevated and broken land extends through the peninsula from E. to W.; it is rugged and uneven, but has an average height of about 500 ft. Throughout Nova Scotia the surface is undulating, and in many sections beautifully picturesque. Ponds of small size are very numerous; in some instances as many as 100 occur within the space of 20 sq. m. The quality of the soil varies greatly. The most valuable portion is upon the upper part of the Bay of Fundy, where deep and rich alluvial deposits are thrown down by the extraordinary tides of this extensive bay. By means of dikes, these deposits have been reclaimed from the sea, and these diked marshes are exceedingly productive. From its hilly surface and copious irrigation, the country is finely adapted to grazing pur-

poses. The climate is very temperate considering its latitude, being greatly affected by the proximity of the Gulf Stream.

The people are chiefly employed in the fisheries, in the lumber business, in ship building, in working the coal mines, and the various quarries. The manufactures are very limited. The mineral resources are very extensive. The northern part of the peninsula is one great basin of bituminous coal, the strata of which frequently crop out along the shore and in other sections. The internal improvements are few in number. The work on the European and North American R. R. was commenced at Halifax, 8th June, 1854, and is yet progressing; its main trunk is to be constructed to the frontier of New Brunswick.

The population in 1851 was reported to be 221,239; it is now chiefly composed of a native race, sprung from the three great families of the United Kingdom.

Halifax, the capital and chief port, was founded in 1750. Its harbor extends inland for 15 m., and terminates in a beautiful and land-locked basin which affords anchorage for a thousand ships. This is the chief station of the British navy in North America, and is very strongly fortified. Fort George, the citadel, which has already cost £1,500,000, and is not yet completed, is one of the strongest single fortresses on this continent, and completely commands the town and harbor. It is surrounded with a deep moat and glacis, and in addition to immense ramparts, bristling with thirty-two-pounders, is encircled by a covered gallery a mile in length. There is also a small but heavy battery on George's Island, a green knoll in the harbor. The town is of crescent shape, stretching along the harbor and around the foot of the fortified hill, consisting mainly of two long streets crossed by a number of steep short ones; and its extremities extend back towards the country in lines of suburban villas. Pop. 26,000.

Pictou, on the north-east shore of Nova Scotia, is the principal port in the coal trade, and also exports much lumber. The vicinity is mainly settled by Scotch. The town contains about 3,000 inhabitants, who, unlike most of the people in Nova Scotia, are very enterprising. This is the port of the Albion coal mines, 11 m. distant.

New Glasgow is a bustling business place, two miles from the mines, and contains above 1,000 inhabitants.

Liverpool, on the south shore, 75 m. S. W. of Halifax, is situated at the mouth of the Mersey River, (down which a large amount of lumber is floated) and contains about 2,500 inhabitants.

Cape Breton Island has a very irregular shape, is greatly indented with bays, and its surface is exceedingly diversified. Extreme length, N. and S., 120 m.; do. in breadth, 85 m.; area, 3,120 sq. m. It has long been celebrated for its fisheries, in which and in the coal mines, the people have their chief employment. The population in 1851 was 54,878. The chief port is Sydney, noted for its exportation of the celebrated Sydney coal. Louisburg, on its S. E. coast, so famous in colonial history, is now deserted, but the ruins of the ancient French fortifications may still be seen.

Sable Island is about 25 m. long by 1¼ wide; and though it is low and sandy, it is generally covered with natural grass and wild peas, sustaining several hundred head of wild horses and many cattle. The few persons upon it are maintained by the government for the purpose of relieving shipwrecked vessels. Mackerel of the finest quality are abundant near its shores.

NEWFOUNDLAND

Is separated from the mainland by the Strait of Belleisle, 12 m. wide, and by the Gulf of St. Lawrence, and fronts with its whole E. and S. shores on the Atlantic Ocean. The outline of its form is somewhat triangular; greatest length, N. and S., 350 m.; average breadth, 130 m.; estimated area, 35,913 sq. m. Its coasts are remarkably indented by numerous large bays and innumerable smaller ones, most of which are commodious and well-sheltered harbors, having complete anchorages, with clear and good channels. The sea-cliffs are, for the most part, bold and lofty, with deep water close to the shore. The general character of the surface is wild and barren. It is estimated that one-third of the whole area is covered by lakes, ponds, and marshes. The largest two lakes are each about 5 m. wide; the one is 60 m. long, the other is 30 m. long; those of smaller size are absolutely countless, and found in every section, not only in the valleys, but on the highlands, even the hollows of the summits and on the very tops of the hills. There are few large streams, and none that are navigable; but brooks are everywhere formed by the overflow of the ponds. The surface of the interior is more rocky than that of the coasts; but is similar to it in being divided into woods, marshes, and barrens, which so frequently succeed each other that none of these tracts are of great extent.

The population in 1806 was 26,505; in 1825, 55,719; and in 1845, 96,295. At the last date, the population was thus classified: Males, 52,064; females, 44,231; Roman Catholics, 46,784; Episcopalians, 34,281; Dissenters, 15,230. A large proportion of the settlers are natives of Ireland, of Guernsey and Jersey, and their descendants, but many are from other parts of the United Kingdom; and the people have retained the habits of the old country to a greater degree than in other British American colonies.

The business of the fisheries employs, directly or indirectly, almost the whole population. The term "fish" is here used to designate only codfish, that being the great staple; every other description of fish is designated by its particular name. The cod-fishery opens at the beginning of June, and lasts till about the middle of October. Of this there are two divisions; the "bank fishery" is prosecuted in large open vessels, on the Great Bank, and chiefly between lat. 42° and 46° N.; while the "shore fishery" is that prosecuted in boats or shallops, near the coast. The general state of the whole fishery, as to product, for 50 years, may be considered as stationary; but the price obtained for cod has varied remarkably. During 1845–9, the yearly average total product was,—949,169 quintals of cod-fish exported, valued at $2,610,000, and 3,990 tuns of cod oil, worth $525,000. Similar statement of other products: 6,200 tuns of seal oil, $850,000; 508,446 seal skins, $254,000; 4,010 tierces of salmon, $60,500; 14,475 barrels of herring, $42,500; value of fish and oil consumed by the inhabitants, $304,500. The average value of the total annual produce of the Colony during this period was $6,352,020; of which the agricultural produce was $1,011,770.

The only noteworthy town is St. John's, the capital, with a population of 20,000. Its old-fashioned houses, of brick and weather-beaten wood, line the shore for the distance of a mile, climbing a hill which is crowned by the Cathedral, the Colonial Buildings, the Government House, and two small fortifications.

UNITED STATES OF AMERICA.

The United States of America constitute the chief Republic in the Western Hemisphere, and one of the great powers of the earth. Their territory consists of the middle and best portions of North America, embracing more than half the land area of the temperate zone in this continent. This extends between 24° 19′ and 49° N. lat., and between 66° 50′ and 124° 30′ W. long., and is bounded north by British America, east by the North Atlantic Ocean, south by the Gulf of Mexico and the Republic of Mexico, and west by the North Pacific Ocean. This territory is of comparatively regular outline, forming nearly a parallelogram, of which the average length from east to west is about 2,400 m., and the average breadth from north to south is 1,300 m.; but the extreme length is about 2,700 m., and the extreme width about 1,600 m. The whole length of its shore line (exclusive of bays, sounds, islands, etc.,) is 12,609 m.; but if all these be followed and the rivers entered to the head of tide-water, the total shore line is 33,069 m. The total area is now computed at 2,963,666 sq. m.

The surface is naturally classified in three chief divisions, which are formed by the two principal mountain ranges, namely: the Alleghany Mts. in the east, and the Rocky Mts. in the west. These three divisions are: (1.) The Atlantic or Alleghany Slope; 2. The Mississippi Valley; and, 3. The Pacific Slope. The first extends from the Atlantic Ocean to the Alleghany Mts., and varies in breadth from 80 to 300 m.; near the Ocean it is generally bordered by an alluvial sandy belt, but as the surface extends into the interior it continually rises, and becomes more and more hilly, until it reaches the region of the Alleghanies. (2.) The Mississippi Valley, the largest of the three divisions, is from 800 to 1,600 m. wide, and is especially distinguished for the fertility of its soil; its east part is considerably diversified, but its west slope is of quite uniform character, rising very gradually to the base of the Rocky Mts. (3.) The Pacific Slope is from 600 to 1,000 m. wide, and is diversified by several parallel mountainous ranges.

Each of these three great divisions of the United States is veined by large rivers, navigable from the ocean by large vessels; and in this respect no portion of the world is more favored. Many of the comparatively short rivers are also navigable for large ocean steamers. The five great lakes are navigated by steamers of the highest tonnage, as well as by large sailing vessels, and by means of their connections afford an inland ship-navigation of 1,600 m.

The richest soils occur in the Mississippi Valley, especially between the Rivers Ohio and Missouri. The least productive sections are on the great plains, on either side of the Rocky Mts.

Timber is or has been abundant in almost every part; and no country contains a greater number of species of noble forest trees than this. Some pine trees in Oregon are 20 ft. in diameter and 300 ft. high, and some red-wood trees in California are 40 ft. in diameter.

The most useful minerals are widely distributed, and in immense deposits, and those of less value are found in sufficient abundance.

The area of the United States at the present time (according to the computation of the U. S. Topographical Bureau in 1854) is 2,963,666 sq. m.; and the following table shows the progress of its increase:

Year.	*Area.*	*Sq. m.*
1783..	Area of the Union at the Peace..	820,680
1803..	Purchase of Louisiana Province..	899,579
1819..	Acquisition of Florida.....	66,900
1845..	Admission of Texas.....	318,000
1846..	Oregon Treaty.....	308,052
1848..	Mexican-War Treaty.....	522,955
1854..	Purchase of Mesilla Valley.....	27,500

The great geographical divisions are:

Divisions.	*Sq. miles.*	*Per cent.*
Atlantic Slope proper....	514,416....	17·358
Northern Lake region....	112,649....	3·801
Gulf region.....	325,538....	10·984
Mississippi Valley.....	1,217,582....	41·083
Pacific Slope.....	793,502....	26·774
Total.....	2,963,666....	100·000

The areas of the other general divisions are:

Area included in	*Sq. miles.*	*Per cent.*
The States.....	1,464,105....	49·402
The Territories.....	1,499,561....	50·598
The Free States.....	612,597....	20·670
The Slave States.....	851,503....	28·732
N. of lat. 36° 30′.....	1,970,077....	66·474
S. of lat. 36° 30′.....	999,589....	32·526
E. of the Mississippi.....	865,576....	29·206
W. of the Mississippi.....	2,098,090....	70·794
W. of the Rocky Mts.....	897,709....	30·290
E. of the Rocky Mts.....	2,065,957....	69·710

The history of the United States is so well known, that in this connection it is not necessary to mention anything more than the dates of the most important events. About the year 1565, St. Augustine in Florida was founded as a permanent settlement by the Spaniards, but this colony had but little or no share in those events which led to the establishment of our Republic. The first permanent settlements in the British American colonies which subsequently formed the United States were begun as follows: In Virginia, at Jamestown, in 1607; New York, at Fort Orange, now Albany, in 1614; Massachusetts, at Plymouth, in 1620; New Hampshire and Maine, in 1623; New Jersey, about 1624; Delaware, about 1627; Connecticut, in 1633; Maryland, in 1634; Rhode Island, in 1636; North Carolina, in 1663; South Carolina, in 1670; Pennsylvania, in 1682; and Georgia in 1733. During 1755–63, these Colonies were united in the prosecution of the old French and Indian War, as it is now called; and from its close until the commencement of the Revolutionary War their general history consists of the account of their contention with the British Government. In 1765, after the passage of the "Stamp Act," the first Colonial Congress was held, and this resulted in the repeal of that Act. From 1767, the colonial troubles steadily increased, until 1773, when the Americans sent back the English tea ships. On Sept. 5, 1774, the Continental Congress assembled at Philadelphia, discussed the grievances of the Colonies, and declared their rights. The first skirmish between the British troops and the colonists occurred at Lexington, Mass., April 19, 1775, and the news of this affair was received throughout the Colonies as the signal for a general rising. The Continental Congress met in the next month and formed the league of "The United Colonies." In the same month, large reinforcements of British sol-

diers arrived in Boston, and martial law was proclaimed. On 17th of June the battle of Bunker Hill was fought. During 1775, the Americans drove out their colonial governors, and provided defences for their chief towns. In June, 1776, the Continental Congress considered the proposal for declaring the independence of the Colonies; and on the 2d of July it adopted the DECLARATION OF INDEPENDENCE, which was fully agreed upon on the 4th of July, and was then publicly read to the people in Philadelphia. In September, following, it was determined that the title of the Union should be THE UNITED STATES. During the remainder of the year there were several battles, etc., which resulted unsuccessfully for the Americans, but their glorious achievements at Trenton and Princeton renewed their courage. For six years the hard struggle was maintained. The army of the Americans was comparatively small. They were embarrassed through want of arms, and even sufficient food and clothing. But their courage never flinched; and backed by the universal patriotism of the people, they at length drove the British troops from the country. The surrender of Lord Cornwallis at Yorktown, Oct. 19, 1781, virtually ended the war. Provisional articles of peace were signed Nov. 30, 1782, and the definitive treaty of peace Sept. 3, 1783, at Versailles. Gen. Washington disbanded the army November, 3d, ensuing, and on the 25th of the same month the British evacuated New York.

In May, 1787, the Convention of Delegates which formed the present Constitution of the United States assembled at Philadelphia. They appointed Washington as their president, and deliberated for several months. On the 17th of September they adopted the Constitution, and determined that nine States should ratify it before its provisions could go into effect. One year afterwards Congress assembled, and determined that as eleven States had then ratified it, it should go into effect on the 4th of March, 1789. The two other States, North Carolina and Rhode Island, ratified it shortly afterwards. On the 6th of April, 1789, the first constitutional Congress met in New York, and on the 30th of that month Gen. Washington was inaugurated as the first President. The new government was everywhere received by the people with the most enthusiastic demonstrations of delight. Its beneficial effects were soon felt in the increase of business, in the revival of foreign commerce and domestic trade, in the development of manufactures and other national interests, and in the professions of regard from European governments who then sent their ambassadors to the new Republic.

Succession of Presidents: WASHINGTON, 1789; ADAMS, J., 1797; JEFFERSON, 1801; MADISON, 1809; MONROE, 1817; ADAMS, J. Q., 1825; JACKSON, 1829; VAN BUREN, 1837; HARRISON, 1841; TYLER, 1841; POLK, 1845; TAYLOR, 1849; FILLMORE, 1850; PIERCE, 1853.

Dates of the admission of the new States: Vermont, March 4, 1791; Kentucky, June 1, 1792; Tennessee, June 1, 1796; Ohio, Nov. 29, 1802; Louisiana, April 8, 1812; Indiana, Dec. 11, 1816; Mississippi, Dec. 10, 1817; Illinois, Dec. 3, 1818; Alabama, Dec. 14, 1819; Maine, Mar. 15, 1820; Missouri, Aug. 10, 1821; Arkansas, June 15, 1836; Michigan, June 26, 1837; Florida, Mar. 3, 1845; Texas, Dec. 29, 1845; Iowa, Dec. 28, 1846; Wisconsin, May 29, 1848; California, Sept. 9, 1850.

Dates of organization of Territories; Oregon, Aug. 14, 1848; Minnesota, Mar. 3, 1849; Utah and New Mexico, Sept. 9, 1850; Washington, Mar. 2, 1853; Nebraska, and Kansas, May 30, 1854.

The following table is a complete synopsis of the progress of the population of the United States from 1790 to 1850, showing particularly the movement of each class of the population during each period of ten years:

DECENNIAL MOVEMENT OF POPULATION.

I. ACTUAL POPULATION.

Date of Census.	*White Persons.*	*Colored Persons.*			*Total Population.*
		Free.	*Slave.*	*Total.*	
1790	3,172,464	59,466	697,897	757,363	3,929,827
1800	4,304,489	108,395	893,041	1,001,436	5,305,925
1810	5,862,004	186,446	1,191,364	1,377,810	7,239,814
1820	7,861,937	238,156	1,538,038	1,776,194	9,638,131
1830	10,537,378	319,599	2,009,043	2,328,632	12,866,020
1840	14,195,695	386,303	2,487,455	2,863,758	17,069,453
1850	19,553,068	434,495	3,204,313	3,638,808	23,191,876

II. PROPORTION OF CLASSES—PER CENT.

1790	80·7278	1·5132	17·7590	19·2722	100·0000
1800	81·1260	2·0429	16·8311	18·8740	100·0000
1810	80·9690	2·5753	16·4557	19·0310	100·0000
1820	81·5712	2·4710	15·9578	18·4288	100·0000
1830	81·9009	2·4840	15·6151	18·0991	100·0000
1840	83·1643	2·2631	14·5726	16·8357	100·0000
1850	84·3100	1·8735	13·8165	15·6900	100·0000

III. RATIO OF MOVEMENT—PER CENT.

1790–1800	35·6828	82·2806	27·9617	32·2135	35·0168
1800–1810	36·1835	72·0006	33·4053	37·5834	36·4477
1810–1820	34·1169	27·7345	29·0989	28·9143	33·1268
1820–1830	34·0303	34·1973	30·6237	31·0973	33·4908
1830–1840	34·7175	20·8712	23·8129	22·9803	32·6708
1840–1850	37·7394	12·4752	28·8189	27·0641	35·8677
1790–1850	516·3370	630·6612	359·1384	380·4575	490·1500

IV. PROGRESS OF POPULATION IN THE GEOGRAPHICAL DIVISIONS.

	Atlantic Slope.	*Mississippi Valley.*	*Gulf E. of Mississippi.*	*Gulf W. of Mississippi.*	*Total Population.*
1790	3,708,116	205,280	16,431	——	3,929,827
1800	4,687,725	582,619	35,581	——	5,305,925
1810	5,824,708	1,337,946	75,582	1,578	7,239,814
1820	7,013,154	2,419,369	201,586	4,022	9,638,131
1830	8,633,632	3,794,477	426,512	11,399	12,866,020
1840	10,097,785	5,983,707	964,448	23,513	17,069,453
1850	12,729,859	8,641,754	1,414,598	288,394	23,191,876

The population in 1850 of the Pacific Slope was 117,271, and this is included in the total.

The following table exhibits the progress of the white population, from 1820 to 1840, and the total population by classes in 1850:

POPULATION BY STATES AND TERRITORIES.

	White Population.			*Population in 1850.*			
States.	*In 1820.*	*In 1830.*	*In 1840.*	*Whites.*	*Free Col'd.*	*Slaves.*	*Total.*
Maine	297,340	398,263	500,438	581,813	1,356	———	583,169
N. Hampshire	243,236	268,721	284,036	317,456	520	———	317,976
Vermont	234,846	279,771	291,218	313,402	718	———	314,120
Massachusetts	516,419	603,359	729,030	985,450	9,064	———	994,514
Rhode Island	79,413	93,621	105,587	143,875	3,670	———	147,545
Connecticut	267,161	289,603	301,856	363,099	7,693	———	370,792
New York	1,332,744	1,873,663	2,378,890	3,048,325	49,069	———	3,097,394
New Jersey	257,409	300,255	351,588	465,509	23,810	236	489,555
Pennsylvania	1,017,094	1,309,900	1,676,115	2,258,160	53,626	———	2,311,786
Delaware	55,282	57,601	58,561	71,169	18,073	2,290	91,532
Maryland	260,223	291,108	318,204	417,943	74,723	90,368	583,034
Virginia	603,087	694,300	740,858	894,809	54,333	472,528	1,421,661
N. Carolina	419,200	472,843	484,870	553,028	27,463	288,548	869,039
S. Carolina	237,440	257,863	259,084	274,563	8,960	384,984	668,507
Georgia	189,566	296,806	407,695	521,571	2,931	381,682	906,185
Florida	———	18,385	27,943	47,203	932	39,310	87,445
Alabama	85,451	190,406	335,185	426,514	2,265	342,844	771,623
Mississippi	42,176	70,443	179,074	295,718	930	309,878	606,526
Louisiana	73,383	89,441	158,457	255,491	17,462	244,809	517,762
Texas	———	———	———	154,034	397	58,161	212,592
Arkansas	12,579	25,671	77,174	162,189	608	47,100	209,897
Tennessee	339,927	535,746	640,627	756,836	6,422	239,459	1,002,717
Kentucky	434,644	517,787	590,253	761,413	10,011	210,981	982,405
Ohio	576,572	928,329	1,502,122	1,955,050	25,279	———	1,980,329
Indiana	145,758	339,399	678,698	977,154	11,262	———	988,416
Michigan	8,591	31,346	211,560	395,071	2,583	———	397,754
Wisconsin	———	———	30,749	304,756	635	———	305,391
Illinois	53,788	155,061	472,254	846,034	5,436	———	851,470
Iowa	———	———	42,924	191,881	333	———	192,214
Missouri	55,988	114,795	323,888	592,004	2,618	87,422	682,044
California	———	———	———	91,635	962	———	92,597
Dist. Columbia	22,614	27,563	30,657	37,941	10,059	3,687	51,687
Minnesota	———	———	———	6,038	39	———	6,077
Oregon	———	———	———	13,087	207	———	13,294
Utah	———	———	———	11,330	24	26	11,380
New Mexico	———	———	———	61,521	22	———	61,547
Total	7,861,937	10,537,378	14,195,695	19,553,068	434,495	3,214,313	23,191,876

Agriculture is the predominating interest of the country. The chief crop is that of maize or Indian corn, which on the whole, is that best adapted to most of the soil and climate, and furnishes the largest amount of nutritive food. The value of the total crop of this grain at this period, is estimated at $360,000,000, being 600,000,000 bushels at 60 cents a bushel. Wheat is the next crop in importance, not only on account of the general domestic use of it for bread, but of its value for exportation; the total crop is now estimated at 165,000,000 bush., which, at $1·50, gives $247,500,000, or about two-thirds of the aggregate of the corn crop. Value of other crops:—Cotton, $136,000,000; oats, $68,000,000; potatoes, $41,250,000; cane sugar, $35,350,000; tobacco, $19,000,000; rye, $14,000,000; and rice, $10,000,000. Yet the crops which are raised chiefly for home consumption are of still greater value, as,—hay and fodder, $160,000,000; pasturage, $143,000,000; garden products, $50,000,000; orchard products, $25,000,000; beans and peas, $19,000,000. These estimates were made by the U. S. Patent Office, for the year 1855, and intended as an average exhibit.

The manufactories, according to the census of 1850, then employed 944,991 persons. The principal branch is the cotton manufacture, which, in 1850, employed 92,286 persons; and the value of the cotton goods made in 1850 was reported at $61,869,184, while in 1840 it was reported at $46,350,453, showing an increase in ten years of over 33 per cent. The value of the woollen goods made in 1850 was stated at $43,207,545, whereas in 1840 it was $20,696,999; hence it appears these products more than doubled during ten years. Of the iron products in 1850, which amounted in all to $60,486,153, Pennsylvania made nearly one-half of the pig-iron, about one-fifth of the iron-castings, and nearly one-half of the wrought-iron. New York's iron-castings somewhat exceeded Pennsylvania's. The salt product in 1840 was 6,179,174 bush.; do. in 1850, 9,763,840; and at each period New York produced nearly one-half, and Virginia nearly one-third, of the whole.

The minerals of the United States are of immense value, but it is almost impossible to make a satisfactory statement of their amount, or even of their annual product. Iron ores and coal mines occur in many States, but Pennsylvania is perhaps the richest in both of these respects, and its production is certainly now much greater than that of any other section. Details on this subject of minerals will be found in the descriptions of the States severally.

Internal improvements have been multiplied with most wonderful rapidity. 1. The first extensive turnpike was that from Philadelphia to Lancaster, 62½ m., and subsequently extended westward, with branches, to Pittsburg. Within twenty years succeeding, a great many turnpikes were made in the several States, and to the present time a large amount of money is yearly expended in every portion of the Union, in improving and extending the roads of this description. 2. The canals of the United States are works of much importance, although their actual and comparative value has been greatly lessened by the general introduction of railroads. The first important work of this kind was the Middlesex Canal, 27 m. long, from Boston to Chelmsford, completed in 1808, at a cost of $528,000. The Erie Canal, 363 m. long, was completed in 1825, at a cost of $7,143,790. The Wabash and Erie Canal, 467 m. long, was completed in 1853. The total length of the canals within the United States,

in 1856, including a considerable extent of slack-water or improved river navigation, amounted to about 5,000 miles. 3. The railroads of the United States date from the year 1826–27, when the Quincy R. R., 3 m. long, and the Mauch Chunk R. R., 8 m. long, were brought into full operation. Though these short lines are now insignificant, they yet had a great influence in determining the construction of our present great systems of railroads. In 1856, the total length of railroads within the Union amounted to upwards of 23,000 miles, being more than half of all the railroads in the world.

The electric telegraph, which is now so widely extended throughout the United States and the various countries of Europe, and which will, ere long, encircle the globe, is one of those great inventions for which the whole world is indebted to a citizen of the United States. In 1832, Prof. S. F. B. Morse invented the system of communication known as Morse's Telegraph; in May, 1844, its first line of 40 miles, from Baltimore to Washington, proved its value; and now his system is used in nearly every country of any importance.

There are several other very important inventions which were first made in the United States, or if elsewhere made, were greatly improved in this country.

In the business of ship building the United States surpass all other nations. The total tonnage owned in the Union on the 30th June, 1855, was 5,212,001 tons, of which one-eighth was employed in steam navigation. And it is almost superfluous here to allude to the well-known fact that the steamboats and steamships of the United States surpass those of Europe in their size, elegance and speed.

The absolute extent of the foreign commerce of the United States has of course varied in different years, according to the amount of the products of the Union, and the demand for the same in foreign countries. Since 1846, under the tariff of that year, the amount or value of the imports during the several years has frequently exceeded that of the exports, though, on the whole, the balance against the United States for the entire period is not remarkably great, excepting in the shipment of specie and bullion. The total exports of this description during the eight years, 1847–55, amounted to $225,531,867, while the imports of the same were only $43,397,926; showing that the enormous sum of $182,133,941 of specie and bullion was drained from this country in that brief period. The actual returns for the fiscal year ended June 30th, 1855, were:—1. Exports,—domestic merchandize, $192,751,135; foreign merchandize, $26,158,368; specie and bullion, $56,247,343; total, $275,156,846. 2. Imports,—merchandize paying duty, $221,292,624; merchandize free of duty, $36,430,524; specie and bullion, $3,659,812; total, $261,382,960, against $304,562,381 in the year preceding.

In January 1856, there were 1,273 banks, with aggregate capital of $335,611,990, having deposits to the amount of $237,964,981, circulation of $177,157,412, (considerably less than during the two years previous), loans and discounts amounting to $696,285,779, and specie amounting to $60,072,830.

The manifested shipment of gold from San Francisco during the five years, 1851–55, was $232,754,458, exclusive of the amount taken by passengers. The total coinage of the U. S. Mint and branches from 1792 to 1856, was about $500,000,000, about half of which was in California gold.

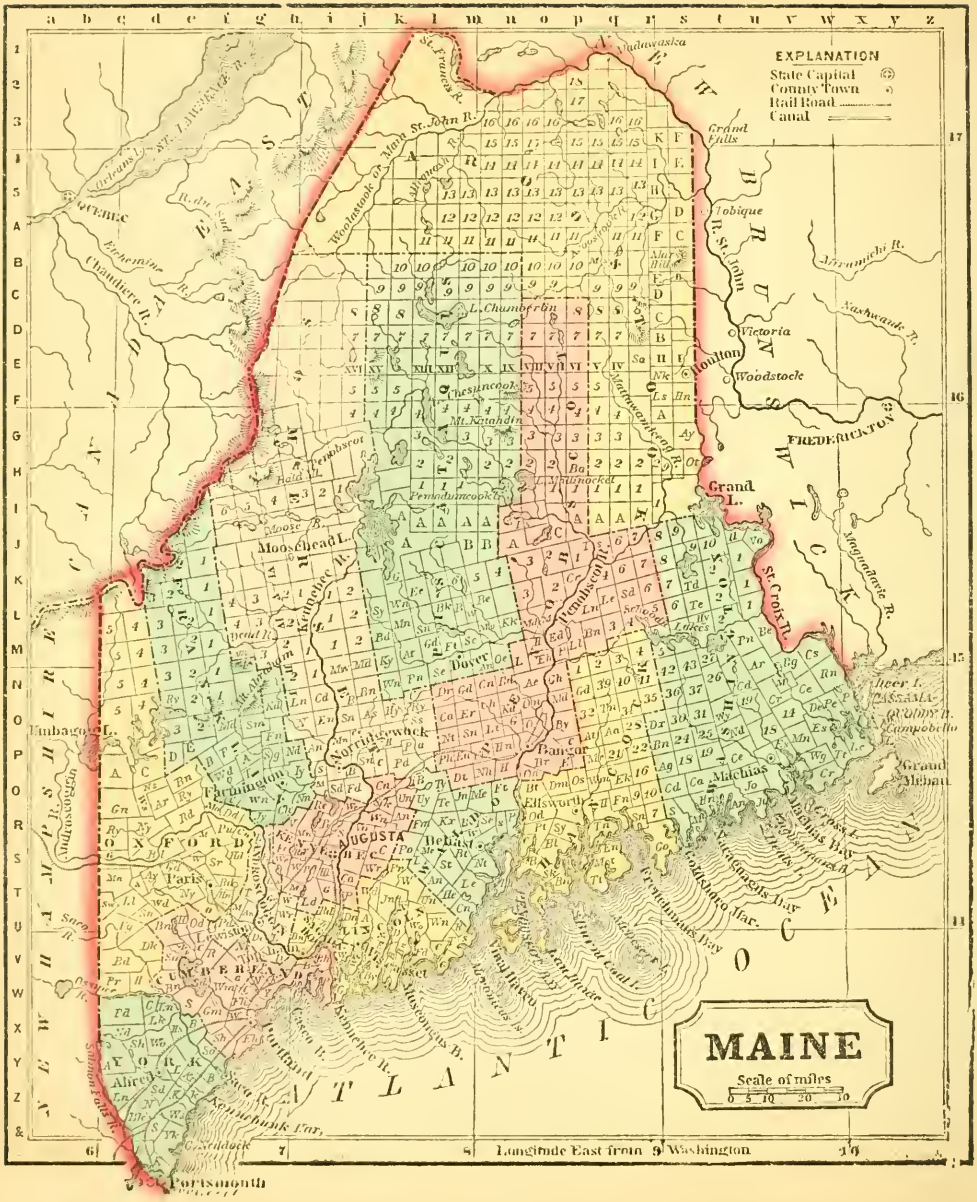

MAINE
Scale of miles
0 5 10 20 30
EXPLANATION
State Capital
County Town
Rail Road
Canal
Longitude East from Washington
Portsmouth
Portland
Saco
Alfred
Lewiston
Paris
Farmington
Norridgewock
Dover
Bangor
Ellsworth
Belfast
Machias
Grand L.
Houlton
Victoria
Woodstock
Tobique
Grand Falls
Madawaska
Moosehead L.
Umbago L.
Chesuncook
Mt. Katahdin
L. Chamberlin
Pemadumcook
Penobscot
Kennebec R.
Androscoggin
Saco R.
Salmon Falls R.
Kennebunk Har.
Casco B.
Muscongus B.
Vinal Haven
Burnt Coal I.
Freetchmans Bay
Goldsboro Har.
Naraguagus Bay
Machias Bay
Cross I.
Campobello
Grand Mebau
Deer I.
Maguadavic R.
St. Croix R.
Mattawamkeag R.
Mariamichi R.
Nashwauk R.
Tobique
R. St. John
Woolastook or Main St. John R.
Allegash R.
St. Francis R.
Orleans L.
St. Lawrence R.
Chaudiere R.
Etchemine R.
QUEBEC
NEW BRUNSWICK
NEW HAMPSHIRE
ATLANTIC OCEAN
FREDERICKTON
AUGUSTA
CUMBERLAND
OXFORD
YORK
LINCOLN
WASHINGTON
HANCOCK
PENOBSCOT
SOMERSET
KENNEBEC
FRANKLIN
ANDROSCOGGIN
SAGADAHOC
WALDO
PISCATAQUIS
AROOSTOOK
CANADA
EAST
Longitude East from Washington

TABLE OF COUNTIES AND TOWNSHIPS IN

M A I N E.

ANDROSCOGGIN.

An. Auburn.
D. Danville.
E. E. Livermore.
Ge. Greene.
L. Lisbon.
Lewiston.
Ls. Leeds.
L. Livermore.
M. Minot.
Pd. Poland.
T. Turner.
W. Wales.
Wr. Webster.

AROOSTOOK.

Am. Amity.
B. Benedicta.
Hn. Hodgdon.
Houlton.
Ls. Linneus.
Mars Hill.
Ms. Massardis.
Nk. New Limerick.
Ot. Orient.

CUMBERLAND.

Bn. Baldwin (N.W.)
Bn. Bridgeton.
B. Brunswick.
C. Casco (N.)
C. Cumberland (E.)
Eh. Elizabeth.
Fh. Falmouth.
F. Freeport.
G. Gloucester.
Gy. Gray.
Gm. Gorham.
H. Harrison (N.)
H. Harpswell (E.)
Ns. Naples.
Ny. N'thYarmouth.
Od. Otisfield.
Portland.
P. Pownal.
R. Raymond.
So. Sebago.
S. Scarboro.
Sh. Standish.
W. Westbrook.
Wm. Windham.

FRANKLIN.

A. Avon.
B. Berlin.
C. Carthage.
Ch. Chesterville.
Fn. Freeman.
Farmington.
Iy. Industry.
Jy. Jay.
Kd. Kingsfield.
Md. Madrid.
Nd. New Vineyard
Nn. New Sharon.
P. Phillips.
Ry. Rangely.
Sm. Salem.
Sg. Strong.
T. Temple.
Wd. Wield.
Wn. Wilton.

HANCOCK.

At. Amherst.
Aa. Aurora.
Bl. Blue Hill.
B. Brooksville.
Bt. Bucksport.
C. Castine.
D. Deanfield.
Dm. Dedham.
En. Eden.
Ek. East Brook.
Ellsworth.
Fn. Franklin.
Go. Gouldsboro.
Gd. Greenfield.
H. Hancock.
Me. Mariaville.
Mt. Mt. Desert.
Od. Orland.
Os. Otis.
Pt. Penobscot.
Sk. Sedgwick.
Sn. Sullivan.
Sy. Surry.
Tn. Tilden.
T. Trenton.
Wm. Waltham.

KENNEBEC.

Augusta.
An. Albion.
Bc. Belgrade.
Ch. China.
Cn. Clinton.
D. Dearborn.
Fe. Fayette.
G. Gardiner.
Hl. Hallowell.
Ld. Litchfield.
M. Monmouth.
Mn. Mt. Vernon.
P. Pittston.
Rd. Readfield.
Re. Rome.
S. Sidney.
Sk. Sebasticook.
Vo. Vassalboro.
V. Vienna.
We. Waterville (N.)
We. Wayne (W.)
Wr. Windsor.
W. Winslow.
Wp. Winthrop.

LINCOLN.

A. Alna.
Bn. Breeman.
B. Bristol.
By. Boothbay.
C. Cushing.
Dn. Dresden.
E. Edgecombe.
Fd. Friendship.
Jn. Jefferson.
Ne. New Castle.
N. Nobleboro.
Pn. Patricktown.
S. St. George.
T. Thomastown.
Un. Union.
W. Warren.
Wo. Waldoboro.
Wn. Washington.
Wiscasset.
Wd. Whitefield.

OXFORD.

Ar. Andover.
Ay. Albany.
Be. Bethel.
Bd. Brownfield (S.)
Bd. Buckfield (E.)
Bn. Byron.
Cn. Canton.
Dk. Denmark.
Dd. Dixfield.
Fg. Fryeburg.
G. Gilead.
Gd. Greenwood.
Hd. Hartford.
Hn. Hebron.
Hm. Hiram.
Ld. Lovell.
M. Mexico.
Ny. Newry (N.)
Ny. Norway (S. E.)
O. Oxford.
Paris.
Pu. Peru.
Pr. Porter.
Ry. Riley.
Ry. Roxbury (N.E.)
Rd. Rumford.
Sr. Sumner.
S. Stow.
Sn. Sweden.
Wd. Waterford.
W. Woodstock.

PENOBSCOT.

Ae. Argyle.
Bangor.
Bd. Bradford.
By. Bradley.
Br. Brewer.
Bn. Burlington.
C. Carmel.
Cn. Charlestown.
Ch. Chester (N.)
Ch. Corinth (S.)
Ca. Corinna.
Dr. Dexter.
Dt. Dixmont.
E. Edington.
Eh. Edinburgh.
Ed. Enfield.
Ea. Etna.
Ex. Exeter.
Gd. Garland.
G. Glensboro.
Gh. Greenbush.
H. Hampden.
Hn. Hermon.
Kd. Kirkland.
Le. Lee.
L. Le Grange.
Lt. Levant.
Ln. Lincoln.
Ll. Lowell.
M. Matamiscontis.
Ml. Maxfield (W.)
Md. Milford (E.)
Nt. Newport.
Nh. Newburg.
On. Old Town (E.)
O. Orono.
On. Orrington (S.)
P. Passatumkeag.
Pa. Paten.
Ph. Plymouth.
Sd. Springfield.
Sn. Stetson.
Ve. Veazie.

PISCATAQUIS.

At. Abbot.
An. Atkinson.
B Barnard.
Bd. Blanchard.
Bk. Bowerbank.
Be. Brownville.
Dover.
Ee. Elliotsville.
Fl. Foxcraft.
Gd. Guilford.
G. Greenville.
Kk. Kilmarnock.
Ky. Kingsbury.
Mo. Milo.
Mn. Monson.
Oe. Orneville.
Pn. Parkman.
Se. Sangerville.
Sc. Sebec.
Sy. Shirley.
Wn. Wellington
(S. W.)
W. Williamsburg
Wn. Wilson (N.)

SAGADAHOC.

Bh. Bath.
Bn. Bowdoin.
B. Bowdoinham.
G. Georgetown.
P. Phillipsburg.
Rd. Richmond.
Topsham.
Wt. Westport.
W. Woolwich.

SOMERSET.

An. Anson.
As. Athens.
B. Bingham (N.)
B. Bloomfield (S.)
Bn. Brighton.
C. Cambridge (E.)
C. Canaan (S.)
Cd. Concord.
Ce. Cornville.
D. Detroit.
En. Embden.
Fd. Fairfield.
H. Hartland.
Hy. Harmony.
Ln. Lexington.
Mn. Madison.
Ml. Mayfield.
M. Mercer.

Mw. Moscow.
N. New Portland.
Norridgewock.
Pa. Palmyra.
Pd. Pittsfield.
Ry. Ripley.
Ss. St. Albans.
Sn. Skowhegan (S.)
Sd. Smithfield.
Sn. Solon (N.)
S. Starks.

WALDO.

An. Appleton.
Belfast.
Bt. Belmont.
Bs. Brooks.
B. Burnham.
Cn. Camden.
Ft. Frankfort.
Fm. Freedom.
He. Hope.
Jn. Jackson.
Kx. Knox.
L. Liberty.
Le. Lincolnville.
Me. Monroe (N.)
Mv. Montville (W.)
Nt. Northport.
Po. Palermo.
P. Prospect.
S. Searsport.
Sv. Swanville.
Tr. Thorndike.
Ty. Troy.
Uy. Unity.
Vinalhaven.
W. Waldo.

WASHINGTON.

Am. Addison.
Ar. Alexander.
Ag. Amsburg.
Be. Baileyville.
Bg. Baring.
Be. Beddington.
Cs. Calais.
Ce. Centreville (S.)
Cd. Cherryfield (W)
Ce. Charlotte.
Ca. Columbia.
Cr. Cooper (E.)
Cd. Crawford (E.)
Cr. Cutler (S.)
De. Dennysville.
Dx. Devereaux.
E. Eastport.
Es. E. Machias (S.)
Es. Edmonds, (E.)
Hn. Harrington.
Hy. Hickley.
Jo. Jonesboro.
Jt. Jonesport.
Le. Lubec.
Machias.
Mt. Machiasport.
Mn. Marion.
M. Meddybemas.
Nd. Northfield.
Pe. Pembroke.
P. Perry.
Pn. Princeton.
Rn. Robbinston.
S. Steuben.
Te. Talmadge.
Tt. Trescott (T.)
Td. Topsfield.
Va. Vanceboro.
Wy. Wesley.
Wg. Whiting.

YORK.

A. Acton.
Alfred.
Bk. Berwick.
B. Biddeford (E.)
B. Buxton (N. E.)
C. Cornish.
E. Elliot.
Hs. Hollis.
Kk. Kennebunk.
Kt. Kennebunkport
K. Kittery.
Ln. Lebanon.
Lk. Limerick.
Ln. Limington.
L. Lyman.
Nd. Newfield.
N. N. Berwick.
Pd. Parsonsfield.
So. Saco.
Sf. Sanford.
Sh. Shapleigh.
S. S. Berwick.
Wo. Waterboro.
Wo. Wells.
Yk. York.

MAINE is much the largest of the New England States, comprising about one-half of their aggregate area, or 31,766 sq. m. out of 65,038. Its form is not regular,—its length in N. and S. direction varying from 170 to 250 m., and its breadth E. and W. from 100 to 180 m. In 1850, only about one-tenth of its surface was improved for agricultural purposes, etc. The greater part is covered with forests, and the northern sections are thinly populated. The most prominent physical features are—the bays, lakes, and rivers. The entire coast is remarkably indented with deep bays, many of which extend far within the continent line, and thus Maine has a greater number of excellent harbors than any other State. The lakes and ponds are exceedingly numerous, and occur in every section; some of them are of considerable magnitude, as Moosehead Lake which is 35 m. long and 10 m. wide; Chesuncook 25 m. long and 3 wide, and many others. The great rivers, Penobscot, Kennebec, Androscoggin, St. Croix, and St. John, have an immense volume of water, are navigable for a considerable distance from the ocean by large vessels, and in their upper courses furnish abundance of water power. The combined area covered by the various bodies of water within this State is estimated at from one-tenth to one-sixth of the total surface. The number of islands along the coast is very great, amounting, it is said, to over 400; these are of every variety of form and size, from the rocky islet to those of 150 sq. m. in extent; and some of them are fertile and inhabited. On Mt. Desert Island, there is a mountain 2,000 ft. high.

The surface of Maine has three chief divisions. The first, bordering the coast from 10 to 30 m. inland is mainly level, and to considerable extent has sandy and marshy soil. The second portion combines the greater part of the State, and is agreeably diversified with an undulating and hilly surface. The third division, comprising the northwest and north sections, is traversed by a series of broken and detached eminences, which appears to be an irregular continuation of the White Mts. The peaks of this chain, if it may be so called, are of diverse height, ranging from 1 000 to 4,000 ft.; the highest is Mt. Katahdin, situated east of Lake Chesuncook, 5,385 ft. above sea-level.

The population in 1790 was 96,540; in 1800, 151,719; in 1810, 228,705; in 1820, 298,335; in 1830, 399,455; in 1840, 501,793; and in 1850, 583,169. The classification in 1850, as to nativity, shows that the population of this State in that year was composed in a greater degree than in any other New England State, of its own natives, viz: natives of Maine, 517,117; natives of other States, 34,012; (total natives U. S. 551,129;) foreign born, 31,456; of unknown origin, 584; total 583,169. In 1850, there were 67,193 natives of Maine residing in other States. Free colored in 1850, 1,356,—two-thirds born in the State.

Agriculture holds the first place in the regular business of the population; but a large proportion of those who are classed under this chief employment are also engaged during a portion of the year in the lumber business, and other pursuits. Excepting the coast region, and especially the S. E. part of Maine, also its northern part, there are comparatively few districts in which the cleared land may not be cultivated with success. The chief grain crops now are oats and corn; in 1850, the former amounted to 2,181,037 bushels, the latter to 1,750,056; while the wheat crop of that year was only 296,259 bushels, having decreased remarkably since 1840, when it was reported at 848,166 bushels. The crops of rye and barley in 1850 were each about 102,000, and buckwheat, 151,000 bushels. In other products, especially potatoes and hay, Maine has a pretty fair rank; but, on the whole, the agricultural interests are not likely to increase while more money can, as at present, be made from other pursuits.

Lumber is the great staple of Maine. If the amount and classification of the lumber surveyed at Bangor alone may be taken as a correct basis for estimating the product of the whole State, it appears that the product consists as follows: of pine, about one-half or five-eighths; of spruce, about one-third; and the remainder, of hemlock, etc.; but these proportions vary somewhat in different years. The actual survey of lumber at Bangor in 1855 was 211,669,193 cubic feet, against 159,591,337 in 1844, and 182,942,284 in 1853, and was larger than in any year since 1848, when it went up to 213,000,000. In the central and north parts of the State, around the Penobscot and Kennebec, and the tributaries of these great rivers, the vast forests are chiefly of pine. In the north central portions, cedar swamps occur. In all parts, hemlock and spruce are quite abundant, and the maple, beech, birch, and ash species are also represented in every section. The white and the red oak are confined to the districts near the coast. The trees are felled in winter (for the most part) and are then dragged over the hard and deep snow to the banks of the rivers, where they lie until the Spring, when they are floated down to the mills and places of export.

The manufactures are chiefly in the branches of lumber making and ship building. Aside from these, the classes of manufactures ranked in 1850, in respect to the amount of their annual product, thus: cotton goods, $2,596,356; tanneries, $1,620,636; woollen goods, $753,300; iron casting, $265,000, etc. The cotton manufactories, 12 in number, employed 2,959 females and 780 males, total 3,739; the woollen, 36 in number, employed 314 females and 310 males, total 624; the tanneries, 290 males; the iron casting, 244 males; and these are the only great leading branches reported.

Maine is not remarkable for its mineral products

Granite and marble are very extensively quarried. Some of the marble admits of a fine polish, especially the clouded variety found at Thomaston, and that on the west branch of the Penobscot River. Between the Kennebec and St. John Rivers are extensive beds of slate, suited for roofing and other purposes. Iron chiefly occurs in the N. E. part of the State; lead is found in various sections, though in small quantities; and the same may be said of copper pyrites.

The railroads now have a total length of about 500 m. The longest line is the Atlantic and St. Lawrence, 149 m., opened Jan. 29th, 1853.

The Cumberland and Oxford Canal, from Portland to Sebago Pond, 20½ m. long, was opened in 1829. By a lock, navigation is extended to Long Pond, 30 m. farther.

Ship building is a leading business in all the large seaport towns. Maine, for several years past, has built about one-third of all the tonnage built in the United States. During the fiscal year, ending June 30th, 1855, this proportion was somewhat exceeded, the total tonnage built in the United States having been 593,450, of which 215,905 was produced in Maine.

The direct foreign commerce of Maine has greatly increased within a few years. During the fiscal year 1852 its commerce with foreign countries consisted of exports valued at $1,717,818, and the imports at $1,094,977: and in 1855, the exports were $4,851,207, and the imports, $2,927,443.

The exports to other States consist chiefly of lumber, granite, marble, lime, and fish.

Maine has a large interest in the fisheries; its tonnage in the cod fishery being about 53,000, and in the mackerel fishery, 16,000, annually; but these amounts vary in different years.

Chief cities and their population in 1850; Portland, 20,815; Bangor, 14,432; Augusta, 8,225; Bath, 8,020.

Augusta, the capital of the State, is on the Kennebec River, 43 m. from its mouth and at the head of its sloop navigation. The dwellings are chiefly on an eminence west of the river, and this part of the city is handsomely built. In the south part is the State-House, an excellent granite edifice, which fronts a spacious park. On the east side of the river is the U. S. Arsenal, and the State Hospital for the Insane. By means of a dam, north of the city, great manufacturing facilities have been obtained, and the navigation of the river above it made convenient for steamboats.

Portland is pleasantly situated on a peninsula, projecting from the west shore of Casco Bay, about 3 m. long, and of varying width. At each extremity of the peninsula its width increases and its surface rises into considerable elevations, giving the city a beautiful appearance, especially when approached from the sea. The harbor is one of the best on the Atlantic coast. The present prosperity of the city has in great part resulted from the recent increase and extension of its railroad connections.

Bangor, on the Penobscot, is noted as one of the greatest lumber marts of the world. Nearly 2,000 vessels are employed in this trade during the season of navigation, which usually continues 8 or 9 months in the year.

Bath, on the Kennebec, is celebrated for its ship building and the amount of its tonnage. The tonnage built in its district exceeds that of any other district in the Union except New York and Boston. In the ownership of tonnage, this district ranks as the sixth in the Union.

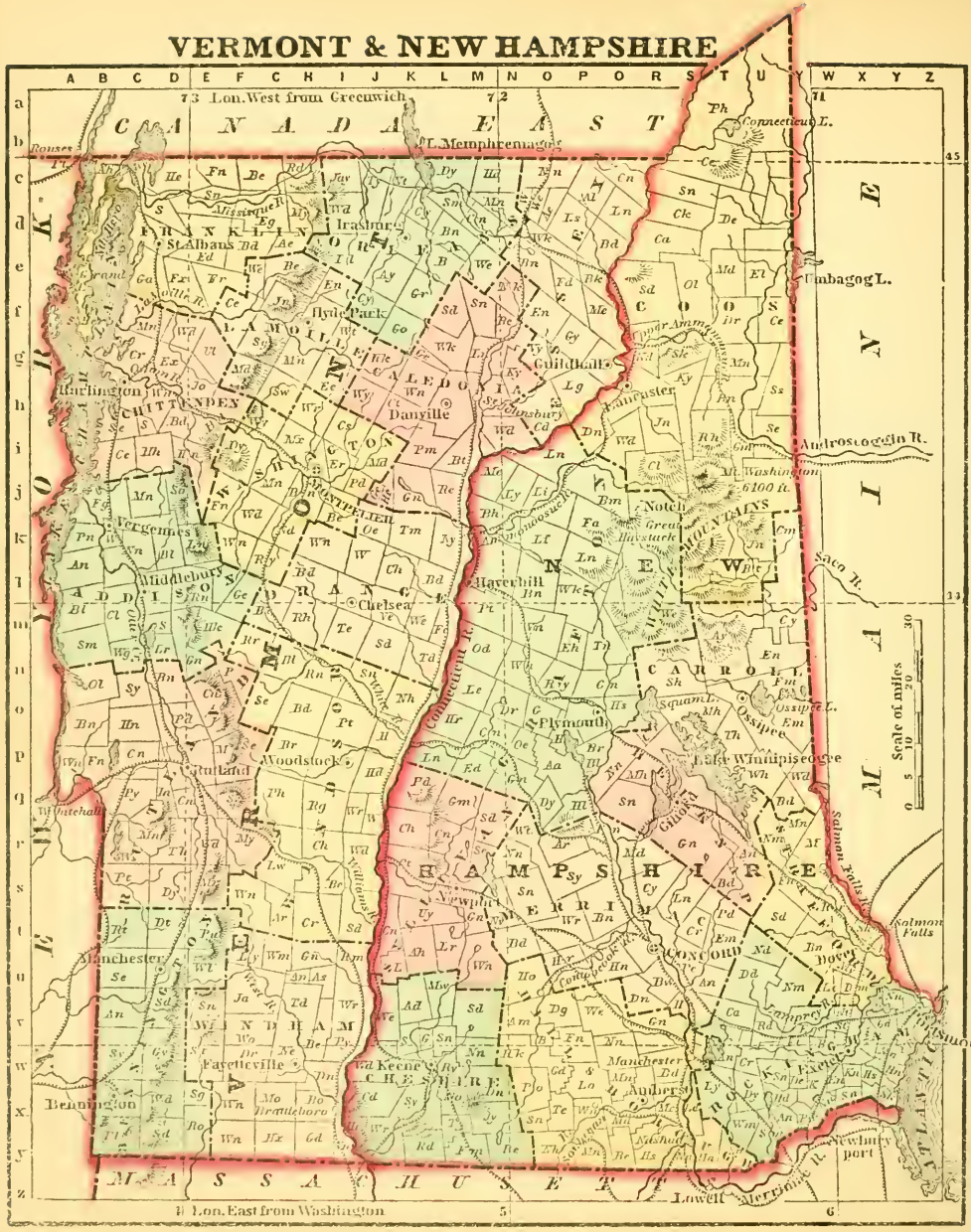

VERMONT & NEW HAMPSHIRE
73 Lon. West from Greenwich
72
71
C A N A D A E A S T
Pt. Memphremagog
Connecticut L.
Umbagog L.
Androscoggin R.
Mt. Washington 6100 ft.
WHITE MOUNTAINS
Saco R.
Connecticut R.
Scale of miles
Lake Winnipiseogee
Salmon Falls
Piscataqua R.
Portsmouth
Newburyport
Lowell
Merrimack
Keene
Manchester
Concord
Dover
Exeter
Amherst
Peterborough
Fayetteville
Bennington
Brattleboro
Windsor
Woodstock
Rutland
Middlebury
Vergennes
Burlington
St. Albans
Irasburg
Hyde Park
Danville
Guildhall
Lancaster
Haverhill
Plymouth
Chelsea
Ossipee
Gilmanton
Hampton
Portsmouth
Newburyport
Lowell
Merrimack
5
6

TABLE OF COUNTIES AND TOWNSHIPS IN

NEW HAMPSHIRE AND VERMONT.

N. HAMPSHIRE.

BELKNAP.

An. Alton.
Bl. Barnstead.
Cr. Centre Harbor.
Gilford.
Gn. Gilmantown.
Mh. Meredith.
Nn. New Hampton.
Sn. Sanbornton.

CARROLL.

Ay. Albany.
Bl. Brookfield.
Cm. Chatham.
Cy. Conway.
Ea. Eaton.
Em. Effingham.
Fm. Freedom.
Mh. Moultonboro.
Ossipee.
Sh. Sandwich.
Th. Tamworth.
Th. Tuftonborough.
Wd. Wakefield.
Wb. Wolfborough.

CHESHIRE.

Al. Alstead.
Cl. Chesterfield.
Dn. Dublin.
Fm. Fitzwilliam.
G. Gilsum.
He. Hinsdale.
Jy. Jaffrey.
Keene.
Mo. Marlboro.
Mw. Marlow.
Nn. Nelson.
Rd. Richmond.
Re. Rindge.
Ry. Roxbury.
Sl. Stoddard.
Su. Sullivan.
S. Surrey.
Sy. Swanzey.
Ty. Troy.
We. Walpole.
Wd. Westmoreland.
Wr. Winchester.
Coos.
Bt. Bartlett.
Bn. Berlin.
Cl. Carroll.
Ce. Carlisle.
Ce. Cambridge (E.)
Cs. Clarksville (N.)
Ck. Colebrook.
Cn. Columbia.
Dn. Dalton.
De. Dixville.
Dr. Dummer.
El. Erroll.
Gm. Gorham.
Hs. Hubbards.
Jn. Jackson (S.)
Jn. Jefferson.
Ky. Kilkenny.
Lancaster.
Mn. Milan.
Md. Millsfield.
Nd. Northumberland.
Ol. Odell.
Rh. Randolph.
Se. Shelburne.
Sn. Stewartstown
Sd. Stratford.
Sk. Stark.
Ss. Success.

GRAFTON.

Al. Alexandria.
Bh. Bath.
Bn. Benton.
Bm. Bethlehem.
Br. Bridgewater.
Bl. Bristol.
Cn. Campton (E.)
Cn. Canaan.
Dy. Danbury.
Dr. Dorchester.
Eh. Ellsworth.
Ed. Enfield.
Fa. Franconia.
Gn. Gratton.
G. Groton.
Hr. Hanover.
Haverhill.
Hl. Hill.
Hs. Holdernesse.
Lf. Landaff.
Ln. Lebanon (S.)
Ln. Lincoln (E.)
Ln. Lisbon.
Ln. Littleton (N.)
Ly. Lyman.
Le. Lyme.
Oe. Orange.
Od. Orford.
Pt. Piermont.
Plymouth.
Ry. Romney.
Tn. Thornton.
Wn. Warren.
We. Waterville.
Wh. Wentworth.
Wk. Woodstock.

HILLSBOROUGH.

Amherst.
Am. Antrim.
Bd. Bedford.
B. Bennington.
Bl. Brookline.
Dg. Deering.
Fn. Francistown.
Gn. Goffstown.
Gd. Greenfield.
Hs. Hancock.
Ho. Hillsboro.
Hs. Hollis.
Hn. Hudson.
Ld. Litchfield.
Lo. Lyndenboro.
Manchester.
Mn. Mason.
Mc. Merrimac.
Md. Milford.
Mn. Mount Vernon.
Na. Nashua.
Nn. New Boston.
Nh. New Ipswich.
P. Pelham.
Po. Peterboro.
Sn. Sharon.
Te. Temple.
We. Weare.
Wn. Wilton.
Wr. Windsor.

MERRIMACK.

An. Allenstown.
Ar. Andover.
Bn. Boscawen.
Bw. Bow.
Bd. Bradford.
Cy. Canterbury.
Cr. Chichester.
Concord.
Dn. Dunbarton.
Em. Epsom.
Fn. Franklin.
Hr. Henniker.
H. Hooksett.
Hn. Hopkinton.
Ln. Loudon.
Ny. Newberry.
Nn. New London.
Nd. Northfield.
Pe. Pembroke.
Pd. Pittsfield.
Sy. Salisbury.
Sn. Sutton.
Wr. Warner.
Wt. Wilmot.

ROCKINGHAM.

An. Atkinson.
Ao. Auburn (W.)
B. Brentwood.
Ca. Candia.
Cr. Chester.
De. Danville.
Dd. Deerfield.
Dy. Derry.
En. East Kingston.
Eg. Epping.
Exeter.
Gd. Greenland.
Hd. Hampstead.
Hn. Hampton.
Hs. Hampton Falls.
Kn. Kensington.
K. Kingston.
Ly. Londonderry.
Ne. Newington.
Nt. New Market.
N. Newton (S.)
Nn. North Hampton.
Nd. Northwood.
Nm. Nottingham.
Pw. Plaistow.
Pn. Poplin.
Portsmouth.
Rd. Raymond.
Re. Rye.
Sm. Salem.
Sn. Sandown.
Sk. Seabrook.
Sn. S. Hampton.
St. S. New Market.
Sr. Stratham.
Wm. Windham.

STRAFFORD.

Ba. Barrington.
Dover.
Dm. Durham.
Fn. Farmington.
Le. Lee.
Mf. Madbury.
Md. Middleton.
M. Milton.
Nn. New Durham.
Rr. Rochester.
R. Rollingsford.
Sh. Somersworth.
Sd. Strafford.

SULLIVAN.

Ah. Acworth.
Cn. Charlestown.
Cl. Claremont.
Ch. Cornish.
Cn. Croydon.
Gn. Goshen.
Gm. Grantham.
L. Langdon.
Lr. Lempster.
Newport.
Pd. Plainfield.
Sd. Springfield.
Se. Stanhope.
Uy. Unity.
Wn. Washington.
Sc. Wendell.

VERMONT.

ADDISON.

An. Addison.
Bt. Bridgeport.
Bl. Bristol.
Cl. Cornwall.
Fg. Ferrisburg.
Gn. Goshen.
Hc. Hancock.
Lr. Leicester.
Le. Lincoln.
M. Middlebury.
Mr. Monkton.
Nn. New Haven.
Pn. Panton.
Sn. Ripton.
R. Salisbury.
Sn. Shoreham.
S. Starksboro.
Vergennes.
W. Waltham.
Wy. Wayoridge.
Wg. Whiting.

BENNINGTON.

An. Arlington.
Bennington.
Dt. Dorset.
Gy. Glastenbury
Rt. Rupert.
Se. Sandgrove.
Manchester.
Pn. Peru.
Pl. Pownall.
Ro Readsboro.
Se. Sandgate.
Sy. Searsburg.
Sy. Shaftsbury.
S. Stamford.
Sl. Sunderland.
Wl. Winhall.
Wd. Woodford.

CHITTENDEN.

Bn. Bolton.
Burlington.
Ce. Charlotte.
Cr. Colchester.
Ex. Essex.
Hh. Hinesburgh.
Hn. Huntington.
J. Jericho.
Mn. Milton.
Rd. Richmond.
Se. Shelburne.

S. St. George.
Ul. Underhill.
Wd. Westford.
Wn. Williston.

CALEDONIA.

Bt. Barnett.
Bc. Burke.
Ct. Cabot.
Danville.
Gc. Goshengore.
Gn. Groton.
Hk. Hardwick.
He. Harri-gore.
Ky. Kirby.
Ln. Lyndon.
N. Newark.
Pm. Peacham.
Re. Ryegate.
Sd. Sheffield.
St. Johnsbury.
Sn. Sutton.
Wn. Walden.
Wd. Waterford.
Wk. Wheelock.
Wy. Woodbury.

ESSEX.

Al. Averill.
Bn. Brighton.
Bk. Brunswick.
Bd. Bloomfield.
Cn. Canaan.
Cd. Concord.
En. East Haven.
Fd. Ferdinand.
Gy. Granby.
Guildhall.
Ln. Lemington.
Ls. Lewis.
Lg. Lunenburg.
Mc. Maidstone.
Nn. Norton.
Rn. Randon.
Vn. Victory.
Wk. Wenlock.

FRANKLIN.

Av. Avery's Gore.
Bd. Bakersfield.
Bc. Berkshire.
Eg. Enosburg.
Fx. Fairfax.
Fd Fairfield.
Fr. Fletcher.
Fn. Franklin.
Ga. Georgia.
Hc. Highgate.
My. Montgomery.
Rd. Richford.
Sn. Sheldon.

GRAND ISLE.

Ab. Alburgh.
N. Hero Id.
S. Hero.

LAMVILLE.

Bc. Belvidere.
En. Eden.
Ee. Elmore.
Ce. Cambridge.
Hyde Parke.
Jn. Johnston.
Md. Mansfield.
Mn. Morriston.
Sg. Sterling.
Sw. Stow.
Wc. Waterville.
Wt. Walcott.

ORANGE.

Bc. Braintree.
Bd. Bradford.
B. Brookfield.
Chelsea.
Ch. Corinth.
Fe. Fairlee.
Ny. Newbury.
Oc. Orange.
Rh. Randolph.
Sd. Strafford.
Td. Thetford.
Tm. Topsham.
Te. Tunbridge.
Vc. Vershire.
W. Washington.
Wc. W. Fairlee.
W. Williamstown.

ORLEANS.

Ay. Albany.
B. Barton.
Bn. Brownington.
Cn. Charleston.
Cy. Coventry.
C. Craftsbury.
Dy. Derby.
Gr. Glover.
Go. Green-boro.
Hd. Holland.
Irasburg.
Jay.
Ld. Lowell.
Mn. Morgan.
Nt. Newport.
Sm. Salem.
Ty. Troy.
Wd. Westfield.
We. Westmore.

RUTLAND.

Bn. Benson.
Bn. Brandon.
Cn. Castleton.
C. Chittenden.
Cn. Clarendon.
Dy. Danby.
Fn. Fair Haven.
Hn. Hubberton.
Ia. Ira.
M. Mendon.
Mn. Middleton.
My. Mount Holly.
Mr. Mount Tabor.
Ol. Orwell.
Pt. Pawlet.
P. Pittsfield.
Pd. Pittsford.
Py. Poultney.
Rutland.
Sc. Sherburne.
Sy. Shrewsbury.
S. Sudbury.
Th. Tinmouth.
Wd. Wallingford.
Ws. Welles.
W. West Haven.
Washington.
Be. Barre.
Bn. Berlin.
Cs. Calais.
Dy. Duxbury.
Fn. Fayston.
Md. Marshfield.
Mc. Middlesex.
Montpelier.
Mn. Moretown.
Nd. Northfield.
Pd. Plainfield.
Ry. Roxbury.
Wn. Warren.
Wy. Waterbury.
Wd. Waitsfield.
Wr. Worcester.

WINDHAM.

An. Acton.
As. Athens.
Bo. Brattleboro.
Be. Brookline.
Dr. Dover.
Dn. Dunmerston.
Fayetville.
Gn. Grafton.
Gd. Guilford.
Hx. Halifax.
Ja. Jamaica.
Ly. Londonderry.
Mo. Marlboro.
Newfane.
Py. Putney.
Km. Rockingham.
St. Somerset.
Sn. Stratton.
Td. Townshend.
Vn. Vernon.
Wo. Wardsboro.
Wr. Westminster.
W. Whitingham.
Wn. Wilmington.
Wm. Windham.

WINDSOR.

Ar. Andover.
Be. Baltimore.
Bd. Barnard.
Bl. Bethel.
Br. Bridgewater.
Ch Cavendish
Cr. Chester.
H. Hartford.
Hd. Hartland.
Lw. Ludlow.
Nh. Norwich.
Ph. Plymouth.
Pt. Pomfret.
Rg. Reading.
Rr. Rochester.
Rn. Royalton.
Sn. Sharon.
Sd. Springfield.
Se. Stockbridge.
Wd. Weathersfield.
Wn. Weston.
Wr. Windsor.
Woodstock.

NEW HAMPSHIRE has an irregular triangular shape, with an extreme length of about 170 and breadth of 90 m., and area of 9,280 sq. m. Its surface is hilly and mountainous, and rises toward the north. The range of the White Mountains, situated a little north of the centre of the State, is about 20 m. long, and, though separate, is regarded as a continuation of the Alleghanies. The highest peak is Mt. Washington, which is also the highest elevation east of the Mississippi, excepting Mt. Mitchel, N. C.; and several other peaks of this group are more than a mile high. The sea-coast is only 18 m. long, but embraces the large and excellent harbor of Portsmouth. The tract of land bordering this sea-shore, and extending from 20 to 30 m. inland, is gently undulating or level. The Merrimac is the only large stream of the interior, and this is noted for its water-power.

The population in 1790 was 141,899; in 1800, 183,762; in 1810, 214,360; in 1820, 244,161; in 1830, 269,328; in 1840, 284,574; and in 1850, 317,976. No. of natives of New Hampshire, residing in other States, in 1850, 109,070. The proportion of the foreign-born population was

less in 1850 than in any other New England State, and amounted to only 4½ per cent. No. of free colored in 1850, 520.

Farming and its branches probably employ a greater part of the population than any other of the great divisions of labor. Except along the streams and in valleys, the soil cannot be profitably cultivated without considerable effort. The chief crops, and their quantities in 1850, were: Irish potatoes, 4,304,919 bush. (being the greatest yield, in proportion to population, in any State, except Vermont); corn, 1,573,670; oats, 973,381; wheat, 185,658; rye, 183,117; etc. Here, as in the other New England States, and to a greater degree, the farmer is compensated for the unproductiveness of the soil, by the profits derived from raising live stock. The untilled fields will generally afford valuable pasturage for cattle; and sheep may fatten browsing on the hill that is too rocky and steep for the plough.

The lumber business is of considerable importance. There is a dense growth of forest trees on the lower slopes of the mountainous sections, consisting of oak, white pine, fir, hemlock, birch, maple, walnut, etc.; while on the lowlands are the elm, birch, poplar, ash, etc.

The manufactures have been largely increased within a few years, especially in the production of cotton and woollen goods by large factories. In 1850, the total yearly product of all its manufactures was reported at $23,164,503,—of which, the cotton manufacture was more than one-third, being $8,830,619; the woollen manufacture ranked next, its product amounting to $2,127,745; while that of the tanneries was $900,421; iron casting, $371,700; and wrought iron, $20,400,—showing a vast difference in the importance of these products.

Granite is the predominating rock in the White Mts. In the southern mountains, particularly in the Great Monadnoc and the neighboring summits, the rocks are mostly composed of mica slate. Fine-grained granite, excellent for building material, exists in many places. Of the ores, those of iron are the most abundant, some of them being found in every county. A large bed of magnetic iron ore occurs in gneiss near Franconia, and has been mined through a length of 200 ft., and to a depth of 90 ft. Other ores are copper, lead, tin, zinc, and plumbago; but their deposits have not been found to be sufficiently rich and extensive to justify the outlay for properly working them, or, at least, since the market is fully supplied from other sources.

With railroads New Hampshire is now fully supplied,—since every county except Carroll is traversed by at least two lines, and the thickly settled counties by four or more lines. There are 16 principal lines of road, having an aggregate length within the State of about 550 m., which have cost about $20,000,000.

In the coasting trade about 6,000 tons are employed. The direct foreign commerce is now very limited, whereas it was formerly very extensive. The foreign supplies now pass chiefly through the port of Boston. New Hampshire, however, possesses a considerable amount of shipping, and builds and sends forth a large number of vessels that are owned elsewhere. Some of the best-built ships, both for the mercantile and naval service, have been supplied from Portsmouth.

The vessels belonging to this State that are regularly or annually employed in the cod and mackerel fisheries, have an aggregate capacity of about 3,000 tons, being about one-ninth of the State's total tonnage.

Chief towns, and their population in 1850: Manchester, 13,932; Portsmouth, 9,738; Nashua, including Nashville, 8,942; Concord, 8,576; Dover, 8,196; Somersworth 4,913.

Concord, the State capital, is on the west bank of the Merrimac, extending about 2 m. along and 1 m. west of the river. The State House, built of hewn granite, stands within a fine square. By means of locks, the falls in the river here furnish great facilities for manufacturing, which are well improved. Five railroads here connect, and these have aided greatly in developing the business of the place, which is steadily increasing, and centres principally in Boston.

Manchester is 18 m. S. S. E. from Concord, and situated on the Merrimac, which has here a descent of 54 ft. by the Amoskeag Falls. It has been built up within 20 years by its factories, and is now much the largest city in the State, its population in 1856 amounting to 23,000. The female population is much the larger, being in the proportion of 10 to 7. The manufactures are of various kinds, but the most extensive branches are those of cotton goods. The city is laid out on a regular plan, and has fine public squares; its eastern part is built of brick, the western of wood.

Portsmouth, the only seaport, is situated at the mouth of the Piscataqua, which, with the ocean inlet, forms a harbor accessible to the largest vessels. Its capital is employed in manufactures, ship building, and navigation, and a large amount is invested in other cities. The U. S. Navy Yard, on an island near the east side of the river, has a floating balance-dock that cost $800,000, three immense ship-houses, etc. The "North America," the first ship of the line in the Western Hemisphere, was built here during the Revolution. In the city the principal buildings are the State Arsenal, the market-houses, the churches, and the Athenæum, which has a valuable library.

Nashua is situated 17 m. south of Manchester, on the Merrimac, at its confluence with the Nashua River. The latter here falls 65 ft. within two miles, and has a volume in the dryest season of 180 cubic feet per second. The canal supplying the water for the chief factories is 3 m. long, and affords a fall of 36 ft. The division of the city, called Nashville, on the opposite side of the river, contains about one-third of the total population, and is also noted for its manufactures. In 1853, the cotton works had 49,994 spindles, and employed 1,500 operatives.

Dover is built on both sides of the Cocheco River at its lower falls, where its sudden descent of 32½ ft. creates immense hydraulic power. The principal corporation has 4 cotton mills, and employs 1,500 operatives, working 1,200 looms and 47,000 spindles.

The Town of Somersworth contains the village of Great Falls, in which are some extensive cotton factories, chiefly belonging to one company.

Claremont is a flourishing town, situated on the Connecticut River. Its manufactures are principally iron castings, and cotton and woollen goods.

The Town of Meredith, adjoining Lake Winnipiseogee contains several villages which have important manufactories.

Keene, on Ashuelot River, and by railroad, 92 m. N. W. of Boston, is generally a very beautiful town, and the village is distinguished by the extent, width, and uniform level of its principal streets. The inhabitants are noted for their enterprise, and are extensively engaged in various branches of industry.

Exeter, 37 m. S. E. of Concord, is the seat of Phillips' Academy, founded in 1781.

VERMONT.

Vermont has a main length of about 150 m., but its breadth varies from 36 to 98 m., and its whole area is computed at 10,212 sq. m. The main physical feature of this region is the range of the Green Mountains, which traverse the State centrally from north to south. The highest peak is Mt. Mansfield, 20 m. N. W. of Montpelier, 4,359 ft. above sea-level, but several peaks are about 4,000 ft. high. The mountains are generally clothed with the evergreen, fir, spruce, and hemlock, and hence their name, from whence also the name of the State is fitly derived. On each side of this range the surface gradually descends, though marked by hills and undulations, to the Connecticut River and Lake Champlain, along which it is but moderately uneven, and frequently extends in long level tracts. Streams of small size are everywhere numerous, and furnish excellent water-power; and the largest, viz., Otter, Onion, La Moille, and Missisque, which are from 70 to 100 m. long, are navigable only for short distances near their mouths. The best harbors of Lake Champlain within the State are Burlington, St. Alban's, and Vergennes.

The population in 1790 was 85,416; in 1800, 154,465; in 1810, 217,713; in 1820, 235,764; in 1830, 280,652; in 1840, 291,948; and in 1850, 314,120. From this it appears that the resident population did not much increase in number during 1830–50, but this was owing to the emigration. The number of natives of Vermont, who, in 1850, were residing in other States amounted to 145,655. Number of foreign-born, in 1850, 33,688, or 10 3-4 per cent.; of free colored, 718.

In respect to agriculture and grazing interests, Vermont is, in proportion to its population, the first of the New England States, and compares favorably with the more fertile districts of the Great West. The tracts of valley land bordering the streams are alluvial and very productive; some of its mountain valleys are also noted for their fertility, and on the arable uplands the soil is generally loamy and rich. But most of the surface is best adapted for pasturage. In 1850, Vermont produced more live stock, butter, cheese, hay, potatoes, hops, maple sugar and wool, according to its population, than any other State in the Union. Its chief grain crops are oats and corn, of which, in 1850, the amounts raised were respectively 2,307,734 and 2,032,396 bush., while that of wheat was 535,955, and of buckwheat 209,819 bush. The value of the live stock of Vermont greatly exceeds that of any other New England State. Great attention is devoted to rearing of horses, which are exported to all sections of the country. The culture of sheep has decreased, but the breeds are generally of very superior quality and are fine woolled.

In manufactures, Vermont ranks as the lowest of the New England States; yet nearly all branches are prosecuted to a greater or less extent. Of the total manufactures of 1850, nearly one-fifth (capital invested, persons employed, and annual product) consisted in the woollen manufacture. Other branches rank according to the census in the following order—tanning, iron casting, cotton, wrought iron, etc. St. Johnsbury is noted as containing the most extensive manufactory of weighing-scales in the world. (Fairbanks'.)

Vermont's mineral resources are very valuable. The eastern slope of the mountains is composed mostly of granite, gneiss, clay slate and hornblende rock. At Bellows Falls the Connecticut is crossed by a bed of granite, from which, near

Windsor, Mt. Ascutney is formed. Along the Connecticut is a continuous bed of clay slate, and in Caledonia County is an extensive deposite of primitive limestone. On the west side of the mountains the rocks belong to several classes of strata or formations, but the body of the mountains is formed of the mica-schist strata, comprising mica slate, granite rock, and crystalline limestone, or white marble, etc. Rutland with its vicinity is especially noted for numerous quarries of the finest marble of white, variegated and dark colors. In Shoreham and in Swanton, situated at the S. and N. extremities of Lake Champlain, beautiful varieties of black marble are extensively quarried. Iron is quite abundant; the bog ore is found in all sections, and in Strafford an immense quantity of copperas is made from iron pyrites, or the sulphuret of iron. The chief slate quarries are at Castleton and near Brattleboro.

The railroads have an aggregate length of about 430 m., and connect all the chief towns. Two costly railroad bridges extend across the arms of Lake Champlain near the Canada boundary.

The coasting trade and commerce with Canada through Lake Champlain is of considerable importance. In 1854 the number of vessels on this Lake belonging to Vermont was 52, with an aggregate capacity of 6,141 tons.

There are no large cities in Vermont. The population, in 1850, of the principal towns was—Burlington, 6,110; Bennington, 3,923; Brattleboro, 3,816; Rutland, 3,715; St. Albans, 3,567. Many other towns have a population of more than 2,000.

Montpelier was made capital of the State in 1805. The capitol is a handsome granite edifice, that cost $130,000; and the court-house is also a fine building.

Burlington, situated on a bay of Lake Champlain, near the mouth of Onion River, is regularly laid out, and handsomely built. From its railroad connections, and the large number of manufactories in its vicinity, it has become the centre of a heavy inland business and general trade. The University of Vermont, founded in 1791, is located here, and occupies a commanding elevation in the east part of the city; from the dome of its central building a magnificent view is obtained of the lake and surrounding country.

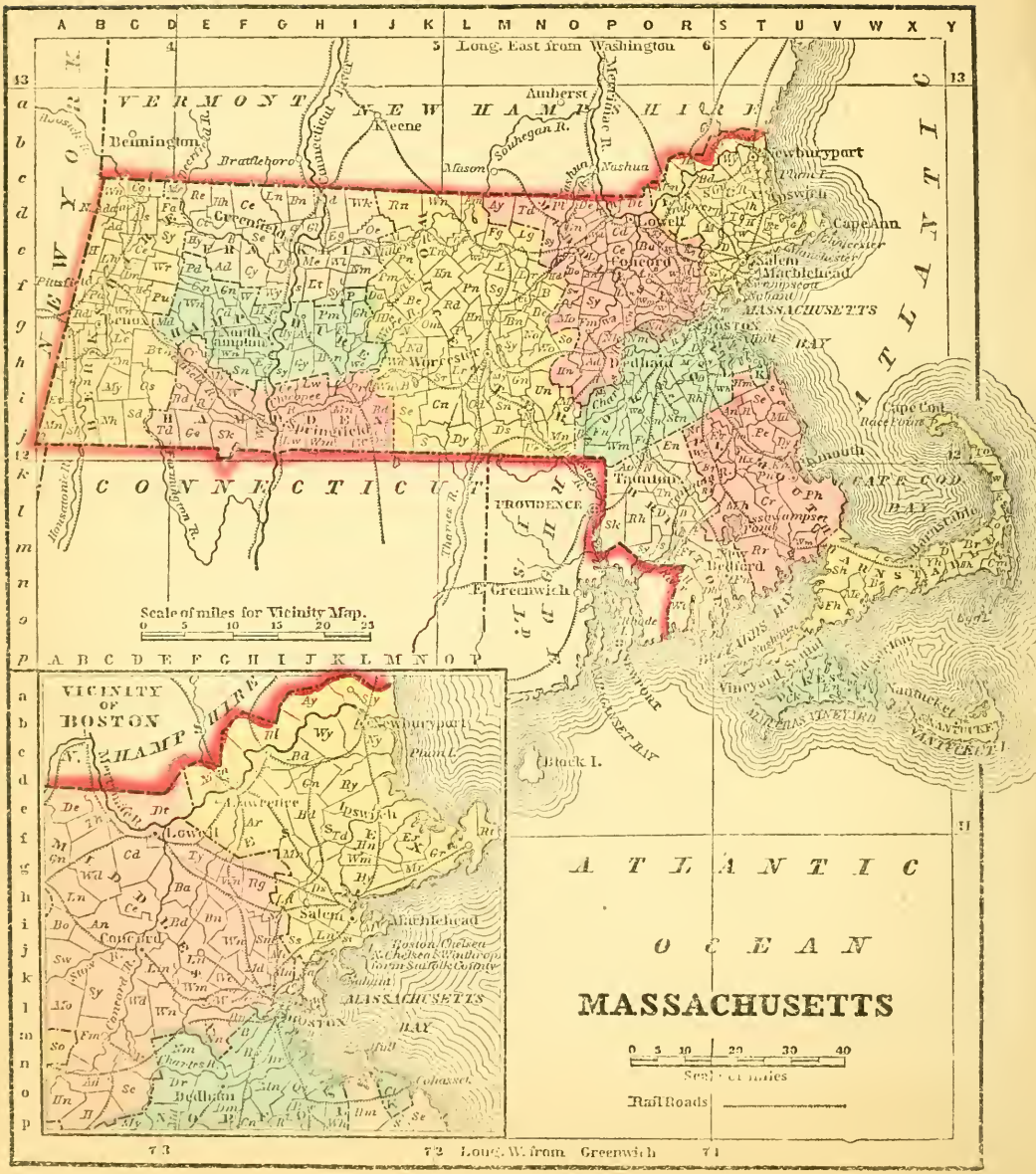
Brattleboro is noted as a beautiful town; in its vicinity is the State's Asylum for the Insane, and two large water cure establishments.

Rutland has of late increased more rapidly in population than any other town in the State, and its business, especially in the quarrying of marble, is constantly augmenting. The sales from the marble quarries in 1855 amounted to at least $750,000.

Middlebury is situated on both sides of Otter Creek, at its falls, 35 m. S. S.-E. of Burlington, and carries on an important manufacturing business. Near the village, there is a quarry of white and variegated marble of very fine quality, which is wrought and exported in large quantities. This is the seat of Middlebury College, founded in 1800.

The Town of Bennington is distinguished for the battle fought Aug. 16th, 1777. It contains three considerable villages, each having important manufactures.

Woodstock, situated on both sides of the Quechee River, 55 m. S. by E. of Montpelier, is surrounded by one of the best agricultural districts of the State, for which it is the chief centre of trade. The Vermont Medical College is here located. It was founded in 1827.



Long. East from Washington
VERMONT
NEW HAMPSHIRE
NEW YORK
CONNECTICUT
ATLANTIC
Amherst
Keene
Bennington
Bratleboro
Mason
Nashua
Newburyport
Lowell
Concord
Salem
Marblehead
Cape Ann
MASSACHUSETTS BAY
Boston
Dedham
Worcester
Springfield
North Hampton
Pittsfield
Greenfield
Taunton
Plymouth
Cape Cod
CAPE COD BAY
Barnstable
New Bedford
Vineyard Sound
Nantucket
Block I.
PROVIDENCE
E. Greenwich
Scale of miles for Vicinity Map.
0 5 10 15 20 25
VICINITY OF BOSTON
HAMPSHIRE
Newburyport
Lowell
Salem
Marblehead
Concord
Boston
Dedham
MASSACHUSETTS BAY
Cohasset
ATLANTIC OCEAN
MASSACHUSETTS
0 5 10 20 30 40
Scale of miles
Rail Roads
Long. W. from Greenwich

TABLE OF COUNTIES AND TOWNSHIPS IN MASSACHUSETTS.

BARNSTABLE.

Be. Barnstable.
Br. Brewster.
Cm. Chatham.
D. Dennis.
E. Eastham.
Fh. Falmouth.
Hh. Harwich.
O. Orleans.
P. Provincetown.
Sh. Sandwich.
To. Truro.
W. Wellfleet.
Yh. Yarmouth.

BERKSHIRE.

As. Adams.
Ad. N. Ashford.(N)
Ad. N. Ashford.
Ad. Alford.
Bt. Becket.
Ce. Cheshire.
Cg. Clarksburg.
Dn. Dalton.
Et. Egremont.
Fa. Florida.
Gn. Gt. Barrington
H. Hancock.
He. Hinsdale.
Lh. Lanesboro.
Le. Lee.
Lenox.
My. Monterey.
Mr. Mt. Washt'n.
N. N. Marlboro'.
Os. Otis.
Pe. Peru.
Pd. Pittsfield.
Rd. Richmond.
Sd. Sandisfield.
Sy. Savory.
Sh. Sheffield.
Se. Stockbridge.
Tm. Tyringham.
Wn. Washington.(E)
W. West Stockbridge.
Wn. Williamstown.
Wr. Windsor.

BRISTOL.

Ao. Attleboro.
B. Berkley.
Dh. Dartsmouth
D. Dighton.
En. Easton.
F. Fairhaven.
Fr. Fall River.
Fn. Freetown.
Md. Mansfield.
N. Bedford.
N. Norton.
R. Raynham.
Rh. Rehoboth.
Sk. Seekonk.
S. Somerset.
Sy. Swansey.
Tn. Taunton.
Wt. Westport.

DUKES.

Ch. Chilmark.
Edgarton.
Ty. Tisbury.

ESSEX.

Andover.
Ay. Amesbury.
B. Bedford.
By. Beverly.
Bd. Bradford.
D. Danvers.
Ex. Essex.
Gn. Georgetown.
G. Gloucester.
H. Hamilton.
H. Haverhill.
Ipswich.
L. Lawrence.
Ln. Lynn.
L. Lunfield.
Mr. Manchester.
Marblehead.
Mn. Methuen.
M. Middletown.
Ny. Newbury.
Newburyport.
Rt. Rockport.
Ry. Rowley.
Salem.
Sy. Salsbury.
Ss. Saugus.
Td. Topsfield.
W. Wenham.
Wy. West Newbury.

FRANKLIN.

Ad. Ashfield.
An. Bernardston.
Bd. Buckland.
Ct. Charlemont.
Cc. Coleraine.
Cy. Conway.
Dd. Deerfield.
Eg. Erving.
Gl. Gill.
Greenfield.
Hy. Hawley.
Hh. Heath.
Ln. Leyden.
Lt. Leverett.
M. Monroe.
Me. Montague.
Nm. New Salem.
Nd. Northfield.
Oc. Orange.
Rc. Rowe.
Se. Shelburne.
Sy. Shutesbury.
Sd. Sunderland.
W. Warwick.
Wl. Wendell.
Wy. Whateley.

HAMPDEN.

Bd. Blandford.(W.)
B. Brimfield. (E.)
Cr. Chester.
Ce. Chickopee.
Ge. Granville.
H. Holland.
Lw. Long Meadow.
Lr. Ludlow. (N.)
My. Montgomery.
Pr. Palmer.
R. Russell.
Sk. Southwick.
Springfield.
Td. Tolland.
W. Wales. (E.)
Wd. Westfield. (W.)
Wd. West Springfield.
Wm. Wilbraham.

HAMPSHIRE.

At. Amherst.
Bn. Belchertown.
Cd. Chesterfield.
Cn. Cummington.
E. Easthampton.
En. Enfield. (E.)
Gy. Goshen.
Gh. Greenwich.
Gy. Granby.
Hy. Hadley.
Hd. Hatfield.
Md. Middlefield.
Northampton.
N. Norwich.
Pm. Pelham.
Pd. Plainfield.
P. Prescott.
Sy. South Hadley.
Sn. Southampton.
We. Ware.
Wn. Westhampton
W. Williamsburg.
Wn. Worthington.

MIDDLESEX.

An. Acton.
Ay. Ashby.
Ad. Ashland.
Bd. Bedford.
Ba. Billerica.
Bo. Boxboro.
Bn. Brighton. (S.)
Bn. Burlington.(N)
C. Cambridge.
Ce. Carlisle.
Cd. Chelmsford.
Concord.
Dt. Dracut.
Dc. Dunstable.
Fm. Framingham.
Gn. Groton.
Hn. Holliston.
Hn. Hopkinton.
Ln. Lexington.
Lin. Lincoln.
Lt. Littleton.
Lowell.
Mn. Malden.
Mo. Marlboro'.
Md. Medford.
Nk. Natick.
Nn. Newton.
Pl. Pepperell.
Rg. Reading.
Se. Sherburne.
Sy. Shirley.
S. Somerville.
Sg. S. Reading.
Sm. Stoneham.
Sw. Stow.
Sy. Sudbury.
Ty. Tewksbury.
Td. Townsend.
Th. Tyngsboro'.
Wm. Waltham
W. Watertown.
Wd. Wayland.
We. West Cambridge.
Wd. Westford.
Wn. Weston. (S.)
Wn. Wilmington.
Wn. Woburn. (E.)

NANTUCKET.

Nantucket.

NORFOLK.

B. Bellingham.(W.)
Be. Braintree. (E.)
Be. Brookline.
Cn. Canton.
Ct. Cohasset.
Dedham.
Dr. Dorchester.
D. Dover.
Fo. Foxboro'.
Fn. Franklin.
M. Medfield.
My. Medway.
Mn. Milton.
Nm. Needham
Qy. Quincy.
Rh. Randolph
Ry. Roxbury.
Sn. Sharon.
Stn. Stoughton.
Wp. Walpole.
Wh. Weymouth.
Wm. Wrentham.

PLYMOUTH.

Ab. Abington.
Br. Bridgewater.
Cr. Carver.
Dy. Duxbury.
Er. E. Bridgewater.
Hx. Halifax.
H. Hanover.
Hn. Hanson.
Hm. Hingham
Hl. Hull.
Kn. Kingston.
Ml. Marshfield
Mh. Middleboro'.
Nr. N.Bridgewater.
Pe. Pembroke
Plymouth.
Pn. Plympton.
Rr. Rochester.
Se. Scituate.
Wm. Wareham.
Wr. W.Bridgewater

SUFFOLK.

Boston.
Ca. Chelsea.
Na. North Chelsea.
W. Winthrop.

WORCESTER.

Am. Ashburnham.
Al. Athol.
A. Auburn.
Be. Barre.
Bn. Berlin.
B. Blackstone (S.)
B. Bolton. (E.)
Bn. Boylston.
B. Brookfield(W.)
Cn. Charlton.
Da. Dana.
Ds. Douglas.
Dy. Dudley.
Fg. Fitchburg.
Gr. Gardner.
Gn. Grafton.
Hk. Hardwick.
Hd. Harvard.
Hn. Holden.
H. Hubbardston.
Lr. Lancaster (N.)
Lr. Leicester. (S.)
L. Leominster.
Lg. Lunenburg.
Mn. Mendon.
M. Milford.
My. Millbury.
N. N. Braintree.
No. Northboro.
N. Northbridge.
Nd. N. Brookfield.
Om. Oakham.
Od. Oxford.
P. Paxton.
Pm. Petersham.
Pn. Phillipston.
Pn. Princeton.
Rn. Royalston.
Rd. Rutland.
Sy. Shrewsbury.
So. Southboro.
S. Southbridge.
Sr. Spencer.
Sg. Sterling.
Sr. Sturbridge.
Sn. Sutton.
Tn. Templeton.
Un. Upton.
Ue. Uxbridge.
Wn. Warren.
W. Webster.
Wo. Westboro.
W. W. Boylston.
Wd. W. Brookfield.
Wr. Westminster.
Wn. Winchendon.
Worcester.

NOTE.—For small towns in the vicinity of Boston, see Map of "Vicinity of Boston."

MASSACHUSETTS, in proportion to its area and population, is the most prosperous and wealthy State in the Union. Its eastern part is of irregular shape, and its south-east projects into the ocean, by a narrow sandy peninsula, so as almost to inclose Cape Cod Bay. The central and western parts have a nearly uniform width of 48 m. Total area, 7,800 sq. m. Most of the surface is uneven and hilly, and in many sections it is rugged and mountainous. The south-eastern division consists mainly of a level sandy plain; the central-eastern has a somewhat uneven surface; and the north-eastern is still more diversified, and frequently rough, rocky and hilly. The central division is undulating, with some hills, and gradually rises until it merges with the mountainous division in the west. The isolated peaks—Wachusett Mt., 2,016 ft. high; Mt. Tom, 1,200 ft., and Mt. Holyoke, 920 ft.—are considered as detached parts of the range of the White Mountains in New Hampshire. Along the west border of the State, are the Taconic, or Taughkanic Mountains, which are continuations of the Green Mountains of Vermont. Its highest elevations are, Saddle Mtn., 3,505 ft., and Mt. Washington, 2,624 ft. A branch-ridge of less extent, and nearly parallel, is called the Hoosic ridge; it is about one-half the height of the former. The best soils are in the valleys of the streams, and especially in the middle and western division of the State; and the poorest are in the south-eastern counties. Every section is supplied with beautiful streams, furnishing excellent water-power. But few of the large streams are serviceable for navigation, and that chiefly in their lower courses, by small vessels. The sea-coast is everywhere deeply indented, containing many fine bays and harbors, that of Boston being the best. Some of the coast-sections contain salt-marshes. The climate is severe in winter, and is marked by sudden changes at other seasons.

The total population in 1790 was 378,717; in 1800, 423,245; in 1810, 472,040; in 1820, 523,287; in 1830, 610,408; in 1840, 737,699; and in 1850, 994,514. The number of the free colored in 1850 was 9,064, or about nine-tenths of one per cent. of the total. In 1850, the number of those born in foreign countries was 160,909, or nearly one-sixth of the whole population, being a larger proportion than in any other of the New England States. In the same year, the number of those born in Massachusetts, and residing in other States, was 199,582; the number of those born in other States, and residing in Massachusetts, was 134,830; showing an excess of 64,752 (natives of Massachusetts) given to other States. The ratio of actual increase during 1790–1820, was about 11 per cent. in each 10 years; but, since 1820 this has been steadily augmenting. In 1855, according to State census, the total population was 1,133,123.

Agriculture is more carefully and scientifically

conducted than in any other State. The amount of the food crops, however, are far from being adequate to supply the home consumption ; and it appears that many of the crops in 1850 were less than in 1840. According to the census of 1850, the chief crops and their several amounts were—Irish potatoes, 3,585,384 bush. (in 1840, 5,385,662) ; corn, 2,345,490 ; oats, 1,165,146 ; rye, 481,021 ; barley, 112,385 ; buckwheat, 105,895 ; peas and beans, 43,709 ; wheat, 31,211 (in 1840, 157,923). Value of orchard products, $463,995; of produce of market gardens, $600,020 (this showing a large increase over 1840, when it was $283,904). Product of maple sugar, 795,225 lbs. ; tobacco, 138,246 lbs. ; hops, 121,595 lbs. Since the farm lands are best suited for the rearing of live stock, much attention is given to this business ; although this also has greatly declined since 1840. The dairy products are relatively very large.

Massachusetts is pre-eminent for its manufactures, especially of cotton and woollen goods. The aggregate annual product was reported in 1850 at $151,137,145. This return includes the "product of manufactures, mining, and the mechanic arts." The corresponding amount for New York was $237,597,249, and for Pennsylvania was $155,044,910. If from these, the product of mining be separated, it appears that the aggregate product of the manufactures proper in Massachusetts is only second to that of the same in New York. In the branches of cotton and woollen manufactures, however, Massachusetts greatly surpasses New York and every other State. The total product in the United States in 1850, of the manufactures of cotton was $61,869,184, of which in Massachusetts, $19,712,461 ; do. do., of wool, $43,207,545, of which in Massachusetts, $12,770,565. Hands employed—in cotton manufactures, 9,293 males and 19,437 females ; in woollen, 6,167 males and 4,963 females. Massachusetts is also noted for its iron manufactures. The product of wrought iron in 1850 was $3,908,952 (including nail factories, spike and tack), slightly exceeding the corresponding product of New York, and somewhat more than two-fifths of that of Pennsylvania. The products of iron casting manufactures were $2,235,635, ranking in this respect as the fourth State. Products of tanneries, $3,519,123,—in this respect the third State. The census of 1850 also reported Massachusetts as ranking as the fourth State in the amount of capital employed in distilleries and brewries, (but this was confined chiefly to the production of rum and rectified spirits) and as exceeding all others in the manufacture of rum, it producing 3,786,000 galls., out of 6,500,500 produced in the entire Union.

The rocks of Massachusetts are chiefly of the primary formation. In some places, these are covered with the older secondary, and a belt of this kind, 10 to 15 m. wide, extends from Boston S. W., to Rhode Island. The primary rocks extend in the east and north to the shore of the ocean, and afford abundance of excellent building material. The gray granite quarries of the Quincy Hills have been very extensively worked, and are apparently inexhaustible. The Connecticut Valley rests on a bed of red sandstone.

In Hampshire County, steatite (soapstone) is used and exported for building purposes. The mountains in the western part of the State are composed of granite, gneiss, quartz and other silicious rocks, of mica and clay slates, limestone and hornblende. The white marble in Berkshire County is of excellent quality. Iron ores are

found most abundantly in the western counties, but in Plymouth and Bristol Cos., the bog ore is also frequently met with. Lead occurs in Hampshire County, where it was mined as early as 1765; the chief deposit is at Southampton, and is the molybate of lead, or yellow lead. In Sturbridge, in Worcester Co., is a large deposit of plumbago (graphite), where it forms veins in gneiss about one foot wide; and this is said to be its only valuable locality in the United States. There are some thin seams of coal in several localities. The other minerals are not found in large or valuable deposits.

Massachusetts has more miles of railroad than any other State in proportion to its area. The first road of this kind built in the Union was the Quincy R.R., from the granite quarries to Neponset river which was first used in 1827, and the first passenger railroad in America, viz: from Boston to Worcester, was completed in July, 1835. In January, 1856, there were 43 lines, which had a main length of 1,237., also 106 m., of branches, and 232 m., of double track, sidings, etc., and which had cost to date $61,708,118. During 1855 their net income was $3,436,172, or 5·57 per cent on cost and $0.64 per mile run. Average number of persons brought daily, exclusive of Sundays, into Boston, by the 7 lines entering that city,—26,000.

The foreign commerce of Massachusetts now comprehends about one-tenth of the whole exports of the United States, and about one-sixth of its imports. The actual figures for the fiscal year 1855, are,—exports of U. S. produce, $24,412,923, of foreign produce, $3,778,002, total $28,190,925; total imports, $45,113,774. The exports comprise comparatively few of the native products of the State, but are chiefly goods manufactured from the products of other States and foreign countries.

In the amount of its tonnage, Massachusetts is the second State in the Union. The aggregate amount in 1855, was 977,210 tons; total of the United States, 5,212,001. The collection districts rank thus: Boston, 546,268 tons; New Bedford, 169,986; Barnstable, 80,615; Gloucester 34,237; Salem, 30,236; Nantucket, 23,135; Fall River, 20,533; Bristol, 16,494. Amount of steam tonnage, 17,627.

In ship building, this State is exceeded only by Maine and New York, and the whole amount of tonnage annually built is at least one-seventh of all built in the Union. The total for 1855, was 79,670 tons, while in 1854 it was 92,570, and in 1853, 83,015.

In the fisheries, Massachusetts is more deeply engaged than any other division of America. In January 1856, the tonnage belonging to the United States employed in the whale fishery was 199,141, of which 164,840 tons were owned in Massachusetts; and the annual product therefrom brought into this State is in the same, or in a greater proportion. There is much irregularity in the amount of tonnage employed in the cod and mackerel fisheries; still, more than half of these branches, (from the United States) is carried on in Massachusetts bottoms. A recent return of the assessors gave the capital invested in the fisheries generally at $13,619,578, employing 20,313 persons, and yielding $9,622,611 in fish and oil.

The banks of Massachusetts give evidence of the great wealth, enterprise, and economy of the people. By the return of January 1856, it appears that the capital of the Massachusetts (discount) banks 169 in number, was more than one-sixth of all the banking capital in the Union,

viz: $58,187,000 out of $335,611,990. At the same time, there were 55 savings banks, with 148,263 depositors, whose aggregate deposits were $27,296,217, averaging $184 to each depositor.

Massachusetts has more large towns in proportion to its extent and population than any other State. Statement of their population:

	In 1840.	*In* 1850.	*In* 1855.
Boston	93,383	136,881	160,508
Lowell	20,796	33,383	37,553
Worcester	7,497	17,049	22,286
Charlestown	11,484	17,216	21,742
Salem	15,082	20,261	20,934
Cambridge	8,409	15,215	20,473
New Bedford	12,087	16,443	20,389
Chelsea	2,390	6,701	19,150
Roxbury	9,089	18,364	18,477
Lawrence	——	8,282	16,081
Lynn	9,367	14,257	15,713
Springfield	——	11,766	13,788
Taunton	7,645	10,441	13,750
Newburyport	7,161	9,572	13,354
Fall River	6,738	11,524	12,680

Boston is mainly situated on a peninsula, nearly 3 m. in length with average breadth of 1 m., and is connected with its suburbs by bridges and ferries. Its surface is very uneven, and in three places rises into hills, one of which is 138 ft. above sea level; and from this peculiar conformation, the first settlers called it Tremont or Trimountain, the city is not laid out upon any regular plan, and its streets are narrow, but they are well paved and proverbially clean. The Common is a magnificent public park, comprising 50 acres, which is justly the pride of the citizens, and is nowhere surpassed in America. The most conspicuous public edifice is the State House, which fronts the Common and crowns the summit of Beacon Hill; it was built in 1795–8, at a cost of $133,330, and in a superior style: and from its dome, 120 ft. high, is afforded one of the most interesting views in the world. The Custom House, built of granite in the Doric order, cost over $1,000,000; each front has a portico of six columns, each of which is a single piece of stone that cost $5,000. The Merchants' Exchange is a splendid edifice; its front has four pilasters, each of which is a single piece of granite, 45 ft. high and weighing about 55 tons. The Quincy Market, built in 1836 at a cost of $150,000, is 500 ft. long and the best building of the kind in the Union. Faneuil Hall, the "Cradle of Liberty," completed in 1742, is an edifice of much interest. Several of the hotels are very large and elegant. The Massachusetts General Hospital is a very large building, and has no superior in America among the institutions of its class. The Church edifices are about 100 in number; though comparatively few are remarkable for their architecture or adornments, nearly all are characterized by durability and neatness of construction, and by proper adaptation to their purpose. The buildings used for public schools are as a class superior to those of any large American city. Among the literary institutions of Boston there are several with very large libraries, rich cabinets, and other valuable means of intellectual culture. The Lowell Institute, founded on a legacy of $250,000, provides regular courses of free lectures. The importance of Boston as a city is not easily compared with other cities of the Union. In the item of population, it is not fair to consider the resident population of the city proper by itself, but with this must be reckoned that of the immediate suburbs: Charlestown, East Boston, Chelsea, Cambridge, Roxbury, Dorchester, etc.

Lowell, 25 m. N. N. W. from Boston, is celebrated for its cotton manufactories, in which it surpasses every place in the Union. The Merrimac River here descends 30 ft. by the Pawtucket Falls, and the immense hydraulic power thus afforded has been vastly increased by the aid of canals, locks, etc. There are now 52 factories, running 371,838 spindles and 11,407 looms, employing (at these and other departments of the cotton and woollen manufactures) 8,723 females and 4,542 males; the capital invested amounts to about $15,000,000. Nearly one-third of the whole population are foreigners, principally Irish; the other two-thirds are mainly from the New England States.

Worcester, 45 m. W. S. W. from Boston, has a delightful situation, and is surrounded by the most productive agricultural section of the State. It has greatly increased its population within a recent period, and is now very prosperous, for which condition it is chiefly indebted to its railroad facilities. Its manufactures are various, and their aggregate amount is very large. Among the notable institutions are:—the State Lunatic Asylum, established in 1832; the American Antiquarian Society, founded in 1812, having a large and extremely valuable library; and a Roman Catholic College.

Charlestown contains the Bunker Hill Monument. This was erected during 1825–43, and consists of a plain granite shaft, 220 ft. high, 31 ft. sq. at the base and 15 ft. sq. at the top, and it is ascended by a stairway of 300 steps. Near it is the U. S. Navy Yard, established in 1798, containing a granite dry dock that cost $670,089, a granite rope-walk 1,300 ft. long, four large ship houses, very extensive naval store-houses, etc. The State Prison is located here.

Salem, 16 m. from Boston, was formerly distinguished for its foreign commerce, especially with the East Indies, but its capital is now chiefly employed in manufactures, the fisheries, and coasting trade. Next to Plymouth, it is the oldest settlement in New England, having been settled in 1626. It has several literary institutions, and superior public schools.

Cambridge is especially noted as the seat of Harvard University, founded in 1638, the oldest and wealthiest collegiate institution in the Union. Besides the college proper, there are departments of law, medicine, theology, and practical science. The city has a large area, and includes the divisions of East Cambridge and Cambridgeport. In the former is a glass factory producing to the value of $500,000 yearly, and in the latter a very extensive car factory. In the west part of the city is the celebrated Cemetery of Mt. Auburn.

New Bedford, 55 m. S. from Boston, is built on an acclivity commanding a beautiful prospect. Next to Boston, it is probably the wealthiest city in the Union in proportion to its population. The amount of tonnage owned here and employed in the whale fishery exceeds that of any other port in the United States. The principal manufactures are those dependent upon the whale fishery, and, though confined in this respect, they are very extensive.

Roxbury, chartered as a city in 1846, has much picturesque scenery, contains many elegant dwellings, and is largely engaged in manufactures.

Lawrence, 26 m. N. from Boston, has been built up since 1845. It is situated on both sides of the Merrimac River, which is crossed by a dam, and thus a fall of 28 ft. is obtained. There are six great cotton and five woollen mills which, with some other factories, employ about 8,000 persons.

Lynn, 11 m. from Boston, contains 150 manufactories of ladies' shoes, employing several thousand persons, making annually 4,500,000 pairs of shoes, valued at $3,500,000; besides manufactories of leather etc.

Springfield, on the Connecticut River, 98 m. W. by S. from Boston, is a very flourishing city. The manufactures are chiefly of iron machinery, railroad cars, and woollen goods. The U. S. Arsenal located here is the most extensive in the Union, and was established in 1795; its shops employ from 250 to 300 hands, who make about 15,000 muskets annually; and within it about 175,000 stand of arms are constantly stored.

Taunton, 35 m. S. from Boston, contains several very large manufactories, particularly of tacks and other small nails, of locomotives, and of cotton goods. The second State Lunatic Asylum, opened in 1854, is an imposing edifice.

Newburyport, at the mouth of the Merrimac River, and 36 m. from Boston, is one of the most delightful towns in New England. Its manufactures are chiefly of cotton, its coasting trade is active, and its interest in the fisheries large.

Fall River possesses an unfailing water power, which is improved by many extensive establishments. Upwards of 50,000 spindles are employed in the production of cotton fabrics, of which about 20,000,000 yds. are made yearly. One iron factory, using steam power, employs also about 500 persons.

Gloucester is handsomely built, has a fine harbor, and employs more tonnage in the domestic fisheries than any other town in the State.

Nantucket has always been noted for its interest in the whale fishery. By the conflagration of July 13, 1846, a large part of the village was destroyed, at a loss of fully $1,000,000.

Population in 1855 of 72 towns, having above three thousand inhabitants:—

Abington	6,936	Medford	4,605
Adams	6,980	Medway	3,230
Amesbury	3,585	Middleborough	4,324
Andover	4,810	Milford	7,489
Attleborough	3,451	Millbury	3,286
Barnstable	4,996	Nantucket	8,064
Beverly	5,944	Natick	4,138
Blackstone	5,353	Newton	6,768
Braintree	3,472	Northampton	5,819
Bridgewater	3,363	N. Bridgewater	5,208
Brookline	3,740	Palmer	4,012
Canton	3,115	Pawtucket	4,132
Chicopee	7,576	Pittsfield	6,501
Clinton	3,636	Plymouth	6,486
Danvers	4,000	Provincetown	3,096
Dartmouth	3,658	Quincy	5,921
Dedham	5,640	Randolph	5,358
Dennis	3,497	Rochester	3,018
Dorchester	8,357	Rockport	3,498
Fairhaven	4,693	Salisbury	3,185
Fitchburg	6,486	Sandwich	4,495
Framingham	4,676	Somerville	5,806
Gloucester	8,935	Southbridge	3,429
Grafton	4,109	South Danvers	5,348
Gt. Barrington	3,449	Stoughton	4,369
Harwich	3,699	Uxbridge	3,068
Haverhill	7,940	Waltham	6,049
Hingham	5,256	Ware	3,498
Holyoke	4,639	Wareham	3,246
Hopkinton	3,934	Watertown	3,578
Ipswich	3,421	Westborough	3,014
Lee	4,226	Westfield	4,575
Leominster	3,201	West Roxbury	4,813
Malden	4,591	Weymouth	6,530
Marblehead	6,933	Woburn	5,451
Marlborough	4,288	Wrentham	3,245

TABLE OF COUNTIES AND TOWNSHIPS IN

RHODE ISLAND AND CONNECTICUT.

RHODE ISLAND.

KENT.

Cy. Coventry.
E. E. Greenwich.
Wk. Warwick.
Wh. W Greenwich

NEWPORT.

Bn. Barrington.
Bt. Bristol.
Ln. Little Compton.
M. Middletown.
Newport.
Ph Portsmouth.
Tn. Tiverton.

PROVIDENCE.

Be. Burrellville.
Cn. Cranston.
Cd. Cumberland.
Fr. Foster.
Gr. Gloucester.
Providence.

WASHINGTON.

Cn. Charlestown.
Er. Exeter.
Hn. Hopkinton.
Kingston.
Nn. N. Kingston.
Sn. S. Kingston.
Wy. Westerly.

CONNECTICUT.

FAIRFIELD.

Bd. Brookfield.
Bt. Bridgeport.
Dn. Darien.
Danbury.
En. Easton.
Fairfield.
Gh. Greenwich.
Hn. Huntington.
Me. Monroe.
Nn. New Canaan.N
N. New Fairfield.
Nn. Newtown. (S.)
Nk. Norwalk.
Rg. Reading.
Rd. Ridgefield.
Sd. Stamford.
Sd. Stratford.
Sm. Sherman.
Tl. Trumbull.
Wt. Westport.
W. Wilton.
Wn. Weston.

HARTFORD.

An. Avon.
Bn. Berlin.
Bd. Bloomfield.
Bl. Bristol.
Bn. Burlington.
Cn. Canton.
Ed. East Hartford.
Er. East Windsor.
Ed. Enfield.
Fn. Farmington.
Gy. Glastenbury.
Gy. Granby. (N.)
Hartford.
Hd. Hartland.
Mr. Manchester.
Mh. Marlboro.
Nn. New Britain.
Rl. Rocky Hill.
Sy. Simsbury.
Sn. Southington.
Sr. South Windsor.
Sd. Suffield.
Wd. Wethersfield.
Wr. Windsor.
Ws. Windsor Locks

LITCHFIELD.

Bd. Barkhamsted.
B. Bethlehem.
Cn. Canaan.
Ck. Colebrook.
Cl. Cornwall.
Gn. Goshen.
Hn. Harwinton.
Kt. Kent.
Ld. Litchfield.
Nd. New Hartford.
Nd. New Milford.
Nk. Norfolk.
Ph. Plymouth.
Ry. Roxbury.
Sy. Salisbury.
Sn. Sharon.
Tn. Torrington.
Wn. Watertown.
W. Washington.
Wn. Warren.
Wy. Woodbury.

MIDDLESEX.

Cm. Chatham.
Cr. Chester.
Cn. Clinton.
Cl. Cromwell.
Dm. Durham.
Em. East Haddam.
Hm. Haddam.
Kh. Killingworth.
Middletown.
Pd. Portland.
Sy. Saybrook.
Wk. Westbrook.

NEW HAVEN.

By. Bethany.
Bd. Branford.
Ce. Cheshire.
Dy. Derby.
E. E. Haven.
Gd. Guilford.
Hn. Hamden.
Mn. Madison.
Mn. Meriden.
My. Middlebury.
Md. Milford.
N. Naugatuck.
New Haven.
Nd. North Branford
N. North Haven.
Oe. Orange.
Od. Oxford.
Pt. Prospect.
Sr. Seymour.
Sy. Southbury.
Wd. Wallingford.
W. Waterbury.
Wt. Walcott.
We. Woodbridge.

NEW LONDON.

Bh. Bozrah.
Cr. Colchester.
Ee. East Lyme.
Fn. Franklin.
Gd. Griswold.
Gn. Groton.
Ln. Lebanon.
Ld. Ledyard.
L. Lisbon.
Le. Lyme.
Me. Montville.
Nh. Norwich.
Nn. North Stonington.
Pn. Preston.
Sm. Salem.
Sn. Stonington.
Wd. Waterford.

TOLLAND.

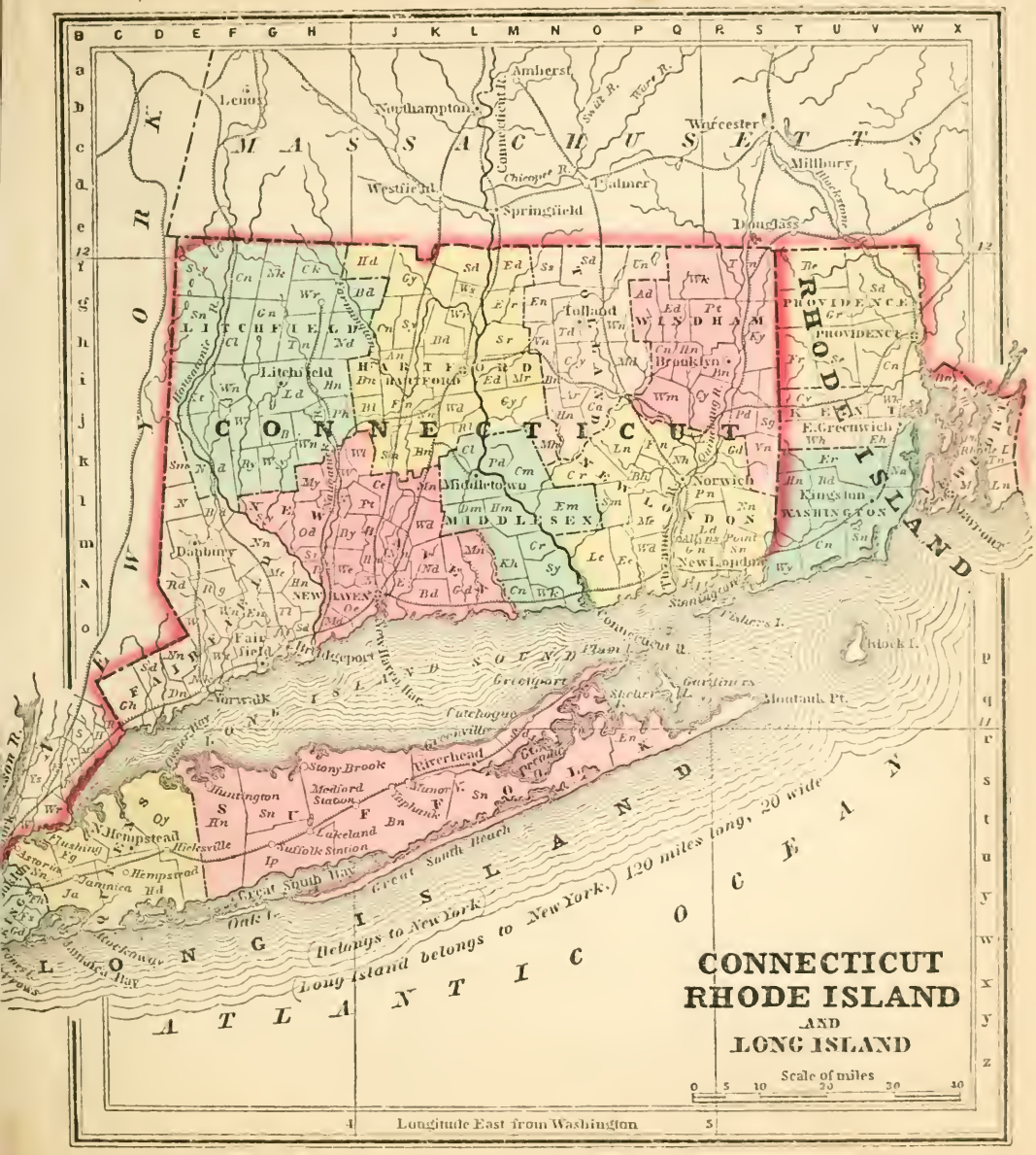
Ar. Andover.
Bn. Balton
Ca. Columbia.
Cy. Coventry.
En. Ellington.
Hn. Hebron.
Md. Manstield.
Ss. Somers.
Sd. Stafford.
Tolland.
Un. Union.
Vn. Vernon.
Wn. Willington.

WINDHAM.

Ad. Ashford.
Bn. Brooklyn.
Cy. Canterbury.
Cn. Chaplain.
Fd. Eastford.
Hn. Hampton.
Ky. Killingly.
Pd. Plainfield.
Pt. Pomfret.
Sg. Sterling.
Th. Thompson.
Vn. Voluntown.
Wm. Windham.
Wk. Woodstock.

RHODE ISLAND is the smallest State in the Union, and its area is only 1,306 sq. m. It is divided into two unequal parts by Narragansett Bay, which extends inland over 30 m., occupying one-tenth of the whole area. The surface is uneven and broken, but the highest elevation is only 300 ft. above sea-level. Most of the soil is gravelly loam, sometimes slaty, and is moderately fertile. The streams are small, but afford excellent water-power, which is well improved by hundreds of factories, etc. The climate is much modified by the proximity of the Atlantic Ocean and the Gulf Stream.

The total population of the State in 1790 was 58,825; in 1800, 69,122; in 1810, 76,931; in 1820, 83,059; in 1830, 97,212; in 1840, 108,830; and in 1850, 147,545. At the last census, the classes were 143,875 whites, and 3,670 colored.


CONNECTICUT
RHODE ISLAND
AND
LONG ISLAND
Scale of miles
0 5 10 20 30 40
Longitude East from Washington
Long Island belongs to New York, 120 miles long, 20 wide
Belongs to New York
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
LONG ISLAND
ATLANTIC OCEAN
Amherst
Northampton
Worcester
Springfield
Westfield
Palmer
Millbury
Douglass
Litchfield
Hartford
Middletown
Norwich
New London
Brooklyn
Providence
E. Greenwich
Kingston
Danbury
New Haven
Fairfield
Bridgeport
Norwalk
Greenport
Sag Harbour
Stony Brook
Riverhead
Huntington
Hempstead
Jamaica
Flushing
Astoria
Great South Bay
Great Peconic Bay
Gardiners Bay
Block I.
Fishers I.
Montauk Pt.
Shelter I.
Oak I.
Connecticut R.
Housatonic R.
Thames R.
Quinebaug R.
Chicopee R.
Ware R.
Swift R.
Millstone R.
Pawtuxet R.
Pawcatuck R.
Housatonic R.
Saugatuck R.
Norwalk R.
Mianus R.
Byram R.
Mamaroneck R.
Sound R.
Hempstead Harbour
Oyster Bay
Cold Spring Harbour
Smithtown Bay
Stamford
Greenwich
Rye
Mamaroneck
Port Chester
Harrison
Portchester
Rye Pond
Long Island Sound

Population to the square mile, 122·9, being more than any State, except Massachusetts.

Agriculture proper is a secondary interest. The lands are best adapted for grazing, and, throughout the State, the farmer devotes his attention to this branch rather than to tillage. The island of Rhode Island is particularly noted for its cattle, sheep, butter, and cheese. Of the grain crops, that of corn is much the largest, and in 1850 it amounted to 539,201 bush.; while that of oats was 215,232; of rye, 26,409; barley, 18,875; buckwheat, 1,245; and wheat, only 49.

Manufactures engross the greater part of the wealth and daily industry of the people. The first cotton mill in the United States was built in this State, and for a long period Rhode Island has been the first State in the Union in the production of cotton goods, in proportion to its population. In the same way it also ranks as the second State in respect to its woollen manufactures. The first cloth manufactory operated by water-power ever established in this country, was commenced at Pawtucket in 1790. Statistics of 1850:—The cotton factories, 158, had a capital of $6,675,000, and consumed yearly $3,484,579 worth of raw material; their annual product was $6,447,120, and they employed 5,916 females and 4,959 males. The woollen factories, 45, had a capital of $1,013,000, and consumed yearly $1,463,900, of raw material; their annual product was $2,381,825, and they employed 987 males and 771 females. The total number of manufactories producing to the amount of $500 annually, was 853, their capital $12,923,176, and their annual product $22,093,258.

The mineral productions are not of much account. Coal has been found in several localities, and as early as 1763 it was dug at Newport for consumption in that section. There is some iron ore within the State, and some deposits of good building stone, chiefly limestone and serpentine.

The wealth of capitalists is employed to a considerable degree in other States, yet chiefly within their own State; and in no respect is this more noticeable than in regard to the banks. For these, Rhode Island is especially distinguished. The return of Jan. 1, 1856, stated their number at 87, their capital at $19,945,897, and their loans, etc., at $29,186,458; of which, in Providence alone, the capital of 38 banks amounted to $13,483,528.

The length of the railroads within Rhode Island now amounts to 112 m., and these connect the State with all the important cities of the adjoining States. The coasting trade is active, but the direct foreign commerce is very limited. In 1855 the total tonnage was 51,039, and 7000 tons were in the whale fishery.

Population of chief cities and townships in 1850:—Providence, 41,513; Smithfield, 11,500; Newport, 9,563; North Providence, 7,680; Warwick, 7,740; Cumberland, 6,611.

Providence, situated on both sides of Providence River, has a very extensive business, especially in banking, manufactures and the coast trade. Its site is uneven and irregular, but the municipal improvements have altered its natural aspect. Many of the public buildings are large and costly. The principal edifices consist of the Arcade, Stonington R. R. Depot, the new Custom House, and the churches. Brown University, incorporated in 1764, and removed from Warren to Providence in 1770, occupies the highest ground east of the river, commanding an extensive, varied, and beautiful prospect. There are other institutions devoted to education and litera-

ture that are worthy of remark, and the condition of even the common schools is highly creditable to the city. The manufactures are of very varied character, but the most important branches are those of jewelry and iron goods.

Newport is noted as an interesting place, and fashionable resort in summer. Since 1850 its general appearance has been greatly improved.

The Town of Smithfield contains several important manufacturing villages, as Woonsocket, Slatersville, and Valley Falls; and its limestone quarries are more profitable tha any others in the State.

CONNECTICUT.

Connecticut has less area than any other State, except Rhode Island and Delaware. In aggregate wealth, and in many other important respects, it is the second of the New England States. Exclusive of a small section in the S. W. part, it has a very regular shape, with a length E. and W. of 88 m., and breadth of 56 m.; area, 4,674 sq. m. A great part of the surface is hilly and rugged, and the remainder is everywhere diversified with the valleys of streams and the elevations which form them. There are four principal ranges of hills, continuations of the high mountains northward. These are—the Housatonic range, in the N. W.; the Green Mountain and Mount Tom ranges, both extending N. and S. through the central part of the State, and terminating near New Haven; and a fourth range from Stafford to East Haven, crossing the Connecticut River near Middletown. There are other ranges of high hills, as that between Meriden and Middletown. The principal rivers are the Connecticut, Housatonic, and Thames, and these are navigable for some distance inland. The Connecticut is navigable for vessels drawing 10 feet of water to Middletown, 34 m.; for those drawing 8 feet to Hartford, 50 m.; and above Hartford, small steamboats have, in some seasons, run regularly to Springfield, Mass. The Thames is navigable to Norwich, 14 m.; and the Housatonic to Derby, 14 m.; each for vessels of light draught. The coast-line is nowhere deeply indented by large bays, though there are many small, bay-like recesses, which are too open for secure harborage. The best harbors are those of New London and Black Rock (Fairfield).

The total population in 1790 was 238,141; in 1800, 251,002; in 1810, 262,042; in 1820, 275,202; in 1830, 297,675; in 1840, 309,978; and in 1850, 370,792. It appears that the actual increase in the number of the resident population during the 60 years from 1790 to 1850, was 55·7 per cent; which was proportionally, the least growth of any State in the Union during that period, except Delaware, which had about the same growth. This result is owing only to the emigration to other States. In 1850, the number of natives of Connecticut then residing in the State, was 292,633; do. residing in other States, 154,891, or over one-third of the total, 447,544. The foreign born population in 1850, was about one-tenth of the total; that of the free colored one-fiftieth.

Agriculture is skilfully pursued in every section where it is profitable, as well as in many sections where little or no profit is derived. In the valleys of the chief rivers and other streams, especially in that of the Connecticut River, the soil is generally fertile. The grain crops of 1850 were: corn, 1,935,043 bushels; oats, 1,258,738, rye, 600,893; buckwheat, 229,297; wheat, 41,762.

Potatoes and hay are largely raised; of the former, the crop in 1850, was 2,689,725 bushels. Tobacco is now extensively cultivated; the crop in 1840 was 471,567, and in 1850, 1,267,624 lbs. The N. W. part of the State is best adapted for grazing, and is especially noted for its neat cattle.

In the total amount of its manufactures Connecticut ranks, according to the census of 1850, next after New York, Pennsylvania, Massachusetts, and Ohio. Various branches of manufacturing industry, are prosecuted to some extent in every town. As a general thing, the productions are fabricated in small quantities by individuals or establishments with comparatively small amount of capital. Within a recent period, the number of extensive establishments has been greatly increased. New Haven County is the principal manufacturing county in the State; and the Town of Waterbury has a larger amount invested in manufacturing than any other town. The principal branches mentioned in the census of 1850, are cotton and woollen manufactures. Cotton factories, 128 in number, then employed a capital of $4,219,100, 2,708 males, and 3,478 females, and their annual product was $4,257,522. Woollen factories, 149 in number, then employed a capital of $3,773,950, 2,907 males, 2,581 females, and their product annually was $6,465,216.

Connecticut's resources in its mines and quarries are very great. The State is geologically divided into two large fields; the first is composed of the unstratified and metamorphic rocks, and the other of those secondary strata which constitute the new red sandstone formation. Veins of the most important metals have been found in various sections, and many of them are worked, especially iron and copper. In Salisbury, in the N. W. corner of the State, there is the most remarkable and extensive deposit of the brown "hematite" iron ore in the United States; this has been worked for a century, and yields 3,000 tons yearly. Throughout Litchfield County iron is particularly abundant, its ores are of superior excellence, and comprise several scarce varieties. Copper occurs frequently, but the richest mine is at Bristol. Middlesex County has the greatest quarries. At Portland, the red sandstone quarries constantly employ about 1,000 men; and in Haddam, etc., the different granite quarries are actively worked.

The aggregate length of the various railroads within the State now amounts, according to the report to the Legislature in May 1856, to 590 1-4 miles. The total length of these lines, including such portions as lie without the State, is 772 3-4 m., and had cost to date, $29,505,662.

The coasting trade is active, and employs more than half of the State's own tonnage, aside from that owned in other States. It consists principally in the export of the manufactured goods, building stone, and the products of the fisheries.

The foreign commerce is carried on through the ports of New York and Boston. There is, however, some direct trade with foreign countries, (particularly with the West Indies), and its amount has been steadily increasing since 1850, both in exports and imports.

In respect to its total tonnage, Connecticut ranks fifth of the Free States. The actual amount in 1855, was 137,180 tons. The amount of tonnage now built annually is between 9,000 and 10,000 tons. The district of New London owns about 45,000 tons, or one-third of the whole. Bridgeport and New Haven, have each about 25,000 tons, and Middletown district, 16,296.

The whale fishery has of late years employed

about 25,000 tons, chiefly from New London and Stonington. The cod fishery employs about 7,000 tons. The more domestic fisheries, particularly shad, oysters, etc., afford regular business to several thousand men. Great quantities of white fish are taken from the Sound to use in fertilizing the land.

Population in 1850 of the chief townships, each of which includes the city of the same name: New Haven, 22,533; Hartford, 17,966; Norwich, 10,265; New London, 8,991: Middletown, 8,441; Bridgeport, 7,560; Waterbury, 5,137.

New Haven stands on a beautiful plain, at the head of New Haven Bay, environed by an amphitheatre of hills. From the great number of elm trees which line the streets, it is familiarly known as the "City of Elms." Near its centre is a beautiful square, in which are the State House and some beautiful churches; and adjoining this is the square containing the numerous edifices of Yale College. This institution was originally founded at Killingworth in 1700, removed to Saybrook in 1707, and to New Haven in 1716. For many years it has had, as now, a greater number of students in its collegiate department than any other American college; and with the college proper are flourishing departments of medicine, law, theology, and practical science. The city contains some large factories, especially of clocks and carriages.

Hartford, on the west bank of Connecticut River, is extensively engaged in various manufactures, has a larger investment in merchandize than any other town, and by its railroad connections, it is also a great thoroughfare. This city contains several important institutions, viz: American Asylum for the Deaf and Dumb, organized in 1817, and the first in the New World; Retreat for the Insane, founded in 1822; Trinity College, (Episcopal) founded in 1823; Wadsworth Athenæum, containing the valuable library of the Connecticut Historical Society, etc.

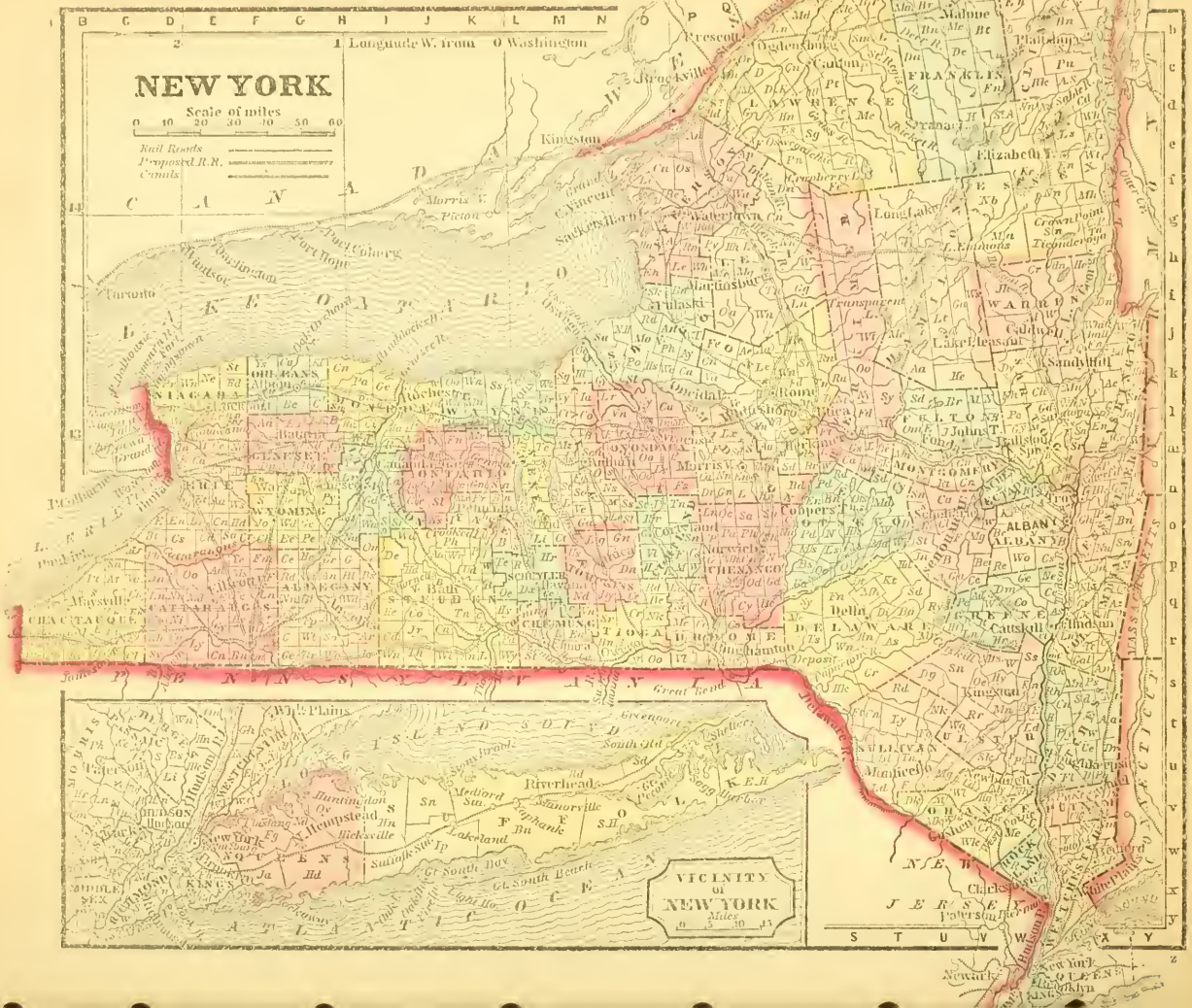
Norwich, at the head of Thames River, is largely engaged in various manufactures, having excellent facilities for this business. It is built on a steep acclivity, and presents a delightful appearance as approached from the river.

New London, near the mouth of Thames River is noted for its vessels, and its interest in the fisheries. In the whale fishery it is more largely engaged than any other port in the Union except New Bedford. Several extensive manufactories have lately commenced operations. The harbor is defended by Forts Trumbull and Griswold.

Middletown, on the Connecticut River at its great bend, has manufactures of hardware, castings, screws, pumps, etc. It contains a Methodist college, the Wesleyan University, founded in 1831, and an Episcopal Theological Seminary, the Berkeley Institute, founded in 1854.

Bridgeport, 18 m. W. of New Haven, on an arm of the L. I. Sound, is a flourishing place, built up by its being the terminus of the Housatonic and Naugatuck Railroads which here connect with the N. Y. and N. H. R. R. It also has extensive manufactures of carriages, saddlery, castings, machinery, etc.

Waterbury is delightfully situated in the Naugatuck Valley, 21 m. N. W. of New Haven. It is distinguished for the extent and variety of its manufactures which consist principally of rolled copper and brass, tubing, brass and copper wire, white copper, plated brass, gilt and brass buttons, hooks and eyes, pins, files, castings, etc.


NEW YORK
Scale of miles
0 10 20 30 40 50 60
Rail Roads
Proposed R.R.
Canals
Longitude W. from Washington
VICINITY of NEW YORK
Miles
Kingston
Albany
Troy
Utica
Rochester
Buffalo
Syracuse
Binghamton
Elizabeth
Newark
Brooklyn
New York
Jersey City
Hudson R.
Lake Ontario
Lake Erie
Lake Champlain
Niagara R.
Delaware R.
Susquehanna R.
Mohawk R.
Long Island
Staten Island
Great Western Rail Road
Ithaca
Auburn
Geneva
Canandaigua
Batavia
Lockport
Albion
Oswego
Saratoga
Schenectady
Hudson
Catskill
Kingston
Newburgh
Goshen
Monticello
Delhi
Oneonta
Cooperstown
Sackets Harbor
Watertown
Plattsburgh
Ogdensburg
Canton
Malone
Franklin
Warren
Washington
Rensselaer
Columbia
Greene
Ulster
Sullivan
Orange
Rockland
Putnam
Westchester
Dutchess
Montgomery
Schoharie
Otsego
Chenango
Tioga
Broome
Cortland
Onondaga
Oswego
Jefferson
St Lawrence
Lewis
Herkimer
Oneida
Madison
Chautauque
Cattaraugus
Allegany
Steuben
Chemung
Schuyler
Yates
Ontario
Wayne
Monroe
Orleans
Genesee
Niagara
Erie
Wyoming
Livingston
Seneca
Tompkins
Cayuga
Toronto
Kingston
Prescott
Brockville
Gananoque
Napanee
Belleville
Cobourg
Port Hope
Port Colborne
Dover
Hempstead
Jamaica
Flushing
Huntington
Riverhead
Sag Harbor
Southold
Greenport
Sag Harbor
Easthampton
Southampton
Sagg Harbor
Sandy Hook
Amboy
Elizabeth
Rahway
Perth Amboy
Bergen
Hackensack
Paterson
Morristown
Newton
Belvidere
Phillipsburg
Easton
Bethlehem
Allentown
Reading
Pottsville
Wilkesbarre
Scranton
Honesdale
Milford
Stroudsburg
Delaware Water Gap
Lake Champlain
Lake George
Ticonderoga
Crown Point
Plattsburgh
Sandy Hill
Fort Edward
Whitehall
Troy
Albany
Hudson
Catskill
Kingston
Newburgh
Goshen
Monticello
Delhi
Oneonta
Cooperstown
Utica
Rome
Oneida
Syracuse
Auburn
Ithaca
Binghamton
Owego
Elmira
Corning
Bath
Geneva
Canandaigua
Rochester
Batavia
Lockport
Buffalo
Niagara Falls
Lewiston
Youngstown
Fredonia
Jamestown
Mayville
Dunkirk
Olean
Angelica
Belmont
Canandaigua
Penn Yan
Watkins
Ithaca
Auburn
Skaneateles
Cazenovia
Hamilton
Morrisville
Canton
Ogdensburg
Potsdam
Malone
Chateaugay
Plattsburgh
Champlain
Rouses Point
Lake Champlain
Lake George
Ticonderoga
Crown Point
Whitehall
Fort Edward
Sandy Hill
Glens Falls
Saratoga
Schenectady
Troy
Albany
Hudson
Catskill
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Newburgh
Goshen
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Penn Yan
Watkins
Ithaca
Auburn
Skaneateles
Cazenovia
Hamilton
Morrisville
Canton
Ogdensburg
Potsdam
Malone
Chateaugay
Plattsburgh
Champlain
Rouses Point

TABLE OF COUNTIES AND TOWNSHIPS IN NEW YORK.

ALBANY.

B. Bethlehem.
Bc. Berne.
Cs. Coeymans.
Gd. Guilderland.
Kx. Knox.
N. New Scotland.
Rc. Rensselaerville.
W. Watervliet.
Wo. Westerloo.

ALLEGANY.

Ad. Alford.
A. Almond.
An. Allen.
Ay. Amity.
Ar. Andover.
Angelica.
Br. Bolivar.
Bl. Birdsall.
Bt. Belfast.
Bs. Burns.
Ca. Caneadea.
C. Centreville.
Cc. Clarksville.
Cu. Cuba.
Fp. Friendship.
Gr. Granger.
Ge. Grove.
He. Home.
Ie. Independence.
Nn. New Hudson.
On. Ossian.
Rd. Rushford.
Sa. Scio.
Wg. Willing.
Wt. Wirt.
Wd. West Almond.

BROOME.

B. Barker.
Binghamton.
Co. Chenango.
Ce. Colesville.
Cn. Conklin.
Le. Lisle.
Me. Maine.
Ne. Nanticoke.
Sd. Sanford.
Te. Triangle.
U. Union.
Vl. Vestal.
Wr. Windsor.

CATTARAUGUS.

Ad. Ashford.
Bn. Burton.
Cn. Carrollton.
Co. Connewango.
Cg. Coldspring.
Dn. Dayton.
Ellicottville.
F. Farmersville.
Fe. Franklinville.
Fm. Freedom.
Gy. Great Valley.
H. Hinsdale.
Hy. Humphrey.
Ln. Leon.
Ly. Little Valley.
Ln. Lyndon.
Md. Mansfield.
Ms. Machias.
Nn. New Albion.
Ni. Napoli.
On. Olean.
Oo. Otto.
Pe. Partville.
Ph. Perrysburgh.
P. Persia.
R. Randolph.
Sc. Scio.
Sy. South Valley.
Ye. Yorkshire.

CAYUGA.

As. Aurelius.
Auburn.
B. Brutus.
Co. Cato.
Ct. Conquest.
Fg. Fleming.
Ga. Genoa.
Ia. Ira.
L. Ledyard.
Le. Locke.
Mz. Mentz.
M. Moravia.
Ns. Niles.
O. Owasco.
Sc. Scipio.
Ss. Sempronius.
Sn. Sennet.
St. Springport.
Sg. Sterling.
Sl. Summerhill.
Ve. Venice.
Vy. Victory.

CHEMUNG.

B. Bigflats.
Cn. Catlin.
Cg. Chemung.
Elmira.
En. Erin.
St. Southport.
Vn. Van Etten.
V. Veteran.

CHENANGO.

Be. Bainbridge.
C. Columbus.
Cy. Coventry.
G. German.
G. Green. (S.)
Gd. Guilford.
Ln. Linklean.
Mh. McDonough.
Nn. New Berlin.
Norwich.
Nh. N. Norwich.
Oe. Otselic.
Od. Oxford.
Pa. Pharsalia.
P. Pitcher.
Pre. Preston.
Ph. Plymouth.
Sn. Sherburn.
Sc. Smithville.
Sa. Smyrna.

CLINTON.

As. Ausable.
Bk. Blackbrook.
Bn. Beekman.
C. Champlain.
Cy. Chazy.
Cn. Clinton.
Eh. Ellenburgh.
Ms. Mooers.
Pu. Peru.
Plattsburg.
Sc. Saranac.
S. F. Schuyler Falls.

COLUMBIA.

An. Ancram.
Az. Austerlitz.
Cn. Canaan.
Cm. Chatham.
Ck. Claverack.
Ct. Clarmont.
Ce. Copake.
Gal. Gallatin.
Gn. Germantown.
Gt. Ghent.
G. Greenport.
H. Hillsdale.
Kk. Kinderhook.
Ln. Livingston.
N. New Lebanon.
St. Stockport.
S. Stuyvesant.
Tc. Taghkanic.

CORTLAND.

Cs. Cincinnatus.
C. Cortlandville.
F. Freetown.
H. Harford.
Hr. Homer.
L. Lapeer.
M. Marathon.
Pe. Preble.
S. Scott.
Sn. Solon.
Tn. Truxton.
Vl. Virgil.
W. Willet.

DELAWARE.

As. Andes.
Bo. Bovina.
Cr. Colchester.
Dt. Davenport.
Di. Delhi.
Fn. Franklin.
Hk. Hancock.
Hn. Hamden.
Hd. Harpersfield.
Kt. Kortright.
Me. Masonville.
Mh. Meredith.
Md. Middletown.
Ry. Roxbury.
Sy. Sidney.
Sd. Stamford.
Ts. Tompkins.
Wn. Walton.

DUTCHESS.

Am. Amenia.
B. Beekman.
Cn. Clinton.
Dr. Dover.
Fl. Fishkill.
H. Hyde Park.
Le. La Grange.
Mn. Milan.
Nt. North East.
Pg. Pawling.
Ps. Pine Plains.
Py. Pleas'nt Valley.
Poughkeepsie.
Rk. Redhook.
Rk. Rhinebeck.
Sd. Stamford.
Ue. Unionvale.
W. Washington.

ERIE.

An. Alden.
At. Amherst.
Aa. Aurora.
B. Black Rock.
Bn. Boston.
Buffalo.
Bt. Brandt.
Ca. Chictawaga.
Ce. Clarence.
Cn. Colden.
Cs. Collins.
Cd. Concord.
En. Eden.
Es. Evans.
Et. Ellicott.
Hg. Hamburg.
Hl. Holland.
Lr. Lancaster.
Nd. Newstead.
Sa. Sardinia.
Ta. Tonawanda.
Ws. Wales.

ESSEX.

Cd. Chesterfield.
C. P. Crown Point.
Elizabethtown.
Ex. Essex.
Jy. Jay.
Kt. Keene.
Ls. Lewis.
Ma. Minerva.
Mh. Moriah.
Nb. Newcomb.
Nn. N. Hudson.
St. A. St. Arnaud.
Su. Schroon.
Tr. Ticonderoga.
Wt. Westport.
Wh. Willsborough.
Wn. Wilmington.

FRANKLIN.

Br. Bangor.
Bt. Belmont.
By. Bombay.
Bn. Brandon.
Be. Burke.
C. Chateaugay.
Ce. Constable.
Dn. Dickinson.
De. Duane.
Fn. Ft. Covington.
F. Franklin.

H. Harriettstown.
Malone.
Ma. Moira.
We. Westville.

FULTON.

Br. Bleecker.
E. Ephratah.
Johnstown.
M. Mayfield.
N. Northampton.
Om. Oppenheim.
P. Perth.
St. Stratford.

GENESEE.

Aa. Alabama.
Ar. Alexander.
Batavia.
Bn. Bergen.
By. Bethany.
B. Byron.
Dn. Darien.
Ea. Elba.
Ly. Leroy.
P. Pavilion.
Pe. Pembroke.
Sd. Stafford.

GREENE.

Ad. Ashland.
As. Athens.
Co. Cairo.
Cl. Catskill.
Ce. Coxsackie.
Dm. Durham.
Gc. Greenville.
Hr. Hunter.
Jt. Jewett.
Ln. Lexington.
Nc. New Baltimore.
Pc. Prattsville.
W. Windham.

HAMILTON.

Aa. Arietta.
Gn. Gilman.
He. Hope.
Lake Pleasant.
Long Lake.
Me. Morehouse.
Ws. Wells.

HERKIMER.

Ca. Columbia.
De. Danube.
Fd. Fairfield.
Ft. Frankfort.
Gs. German Flats.
Herkimer.
L. Litchfield (SW)
L. Little Falls.
M. Manheim.
Nt. Newport.
Ny. Norway.
Oo. Ohio.

Ra. Russia.
Sy. Salisbury.
S. Schuyler.
Sk. Stark.
Wn. Warren.
Wt. Wilmot.
W. Winfield.

JEFFERSON.

A. Adams.
Ar. Alexandria.
Ap. Antwerp.
Bc. Brownsville.
Cape Vincent.
Cn. Champion.
C. Clayton.
Eh. Ellisburgh.
Hn. Henderson.
H. Houndsfield.
Ly. Le Ray.
Le. Lorraine (S.)
Le. Lyme.
Os. Orleans.
Pa. Pamelia (W.)
Pa. Philadelphia.
Rn. Rodman.
Rd. Rutland.
Watertown.
W. Wilna.
Wh. Worth.

KINGS.

Brooklyn.
Bk. Bushwick.
Fh. Flatbush.
Gd. Gravesend.
Nt. New Utrecht.

LEWIS.

Cn. Croghan.
Dk. Denmark.
Da. Diana.
Gg. Greig.
Hh. Harrisburgh.
Ln. Leyden.
Le. Lowville.
Martinsburgh.
Nn. New Bremen.
Oa. Osceola.
Py. Pinkney.
Tn. Turin.
W. Watson.
Wn. West Turin.

LIVINGSTON.

Avon.
C. Caledonia (N.)
C. Conesus.
Geneseo.
Gd. Groveland.
Lr. Leicester.
La. Lima.
L. Livonia.
Ms. Mount Morris.
D. New Dansville.

Na. Nunda.
Pc. Portage.
S. Sparta.
Sr. Springwater.
Wa. West Sparta.
Y. York.

MADISON.

Bd. Brookfield.
Ca. Cazenovia.
Dr. DeRuyter.
En. Eaton.
F. Fenner.
Gn. Georgetown.
Hn. Hamilton.
L. Lebanon.
Lx. Lenox.
Mn. Madison.
Nn. Nelson.
Sd. Smithfield.
S. Stockbridge.
Sn. Sullivan.

MONROE.

B. Brighton.
Ci. Chili.
Cn. Clarkson.
G. Gates.
Gc. Greece.
Ha. Henrietta.
Ir. Irondequoit.
Mn. Mendon.
On. Ogden.
Pa. Parma.
Pd. Penfield.
Pn. Perrinton.
P. Pittsford.
Ra. Riga.
Rochester.
R. Rush.
Sn. Sweden.
W. Webster.
Wd. Wheatland.

MONTGOMERY.

A. Amsterdam.
Ce. Canajoharie.
Cn. Charleston.
F. Florida.
Gn. Glen.
Mn. Minden.
M. Mohawk.
Pc. Palatine.
Rt. Root.

NEW YORK.

New York City.

NIAGARA.

Ca. Cambria.
Hd. Hartland.
Ln. Lewiston.
Lockport.
Ne. Newfane.
N. Niagara.

P. Pendleton.
Pr. Porter.
Rn. Royalton.
St. Somerset.
Wd. Wheatfield.
Wn. Wilson.

ONEIDA.

Ac. Aunsville.
Aa. Augusta (S.W)
Aa. Ava (N. E.)
Bc. Booneville.
Br. Bridgewater.
Cn. Camden.
D. Deerfield.
Fc. Florence.
Fd. Floyd.
K. Kirkland.
Le. Lee.
My. Marcy.
M. Marshall.
N. New Hartford.
Ps. Paris.
Rn. Remsen.
Rome.
Sd. Sangerfield.
Sn. Steuben.
Tn. Trenton.
Utica.
Vn. Vernon.
Ve. Verona.
Va. Vienna.
Wn. Western (N.)
Wd. Westmoreland.
Wn. Whitestown.

ONONDAGA.

Cs. Camillus.
Co. Cicero.
Cy. Clay.
Dt. De Witt.
E. Elbridge.
Fs. Fabius.
G. Geddes.
Le. La Fayette.
Lr. Lysander.
Ms. Manlius.
M. Marcellus.
Oa. Onondaga.
O. Otisco.
P. Pompey.
S. Salina.
S. Skaneatles (W)
Sd. Spafford.
Syracuse.
T. Tully.
Vn. Van Buren.

ONTARIO.

Bl. Bristol.
Bd. Bloomfield.
Ce. Canadice.
Canandaigua.
Fn. Farmington.

Gm. Gorham.
H. Hopewell.
Mr. Manchester.
Ns. Naples.
Ps. Phelps.
Rd. Richmond.
Sa. Senaca.
Sl. South Bristol.
Vr. Victor.

ORANGE.

Bc. BloomingGrove
Cr. Chester.
C. Cornwall.
Cd. Crawford.
Dk. Deerpark.
Goshen.
Hg. Hamptonburg.
Mk. Minisink.
Me. Monroe.
My. Montgomery.
M. Mount Hope.
Newburg.
Nr. New Windsor.
Wl. Walkill.
Wk. Warwick.

ORLEANS.

Albion.
Bc. Barre.
Ca. Carlton.
C. Clarendon.
G. Gaines.
K. Kendall.
M. Murray.
R. Ridgeway.
S. Shelby.
Ys. Yates.

OSWEGO.

An. Albion.
Ay. Amboy.
Bn. Boylston.
Ca. Constantia.
Gy. Granby.
Hl. Hannibal.
Hs. Hastings.
Mo. Mexico.
N. H. New Haven.
Ol. Orwell.
Os. Oswego
Oswego City.
Po. Palermo.
Ph. Parish.
Rd. Redfield.
R. Richland.
Sk. Sandy Creek.
Sl. Schroepel.
Sa. Scriba.
Vy. Volney.
We. West Monroe.
Wt. Williamstown.

OTSEGO.

Bn. Burlington.

Bs. Butternuts.
Cy. Cherry Valley.
D. Decatur.
En. Edmeston.
E. Exeter.
Hk. Hartwick.
Ls. Laurens.
Md. Maryland (S)
Md. Middlefield.
M. Milford.
Ms. Morris.
N. New Lisbon.
O. Oneonta.
Oo. Otego.
Ots. Otsego.
Pd. Pittsfield.
Pd. Plainfield (S.)
Rl. Richfield.
Sd. Springfield.
Un. Unadilla.
W. Westford.
W. Worcester. (E.)

PUTNAM.

Carmel.
Kt. Kent.
Pn. Patterson.
P. Phillipstown.
Py. Putnam Valley.
St. Southeast.

QUEENS.

Fg. Flushing.
Hd. Hempstead.
Ja. Jamaica.
Nn. Newtown.
North Hempstead.
Oy. Oyster Bay.

RENSSELAER.

Bn. Berlin.
Bk. Brunswick.
G. Grafton.
Gh. Greenbush.
H. Hoosick.
L. Lansingburgh.
Nn. Nassau.
Ph. Petersburgh.
P. Pittstown (N.)
P. Poestenkill.
S. Sand Lake (S.)
S. Schaghticoke.
Sk. Schodack.
Sn. Stephentown.
Troy.

RICHMOND.

Cn. Castleton.
Nd. Northfield.
S. Southfield.
W. Westfield.

ROCKLAND.

Clarkstown.
H. Haverstraw.
O. Orange.
R. Ramapo.

ST. LAWRENCE.

Br. Brasheur.
Cn. Canton.
C. Colton.
DK. De Kalb.
D. De Peyster.
Es. Edwards.
Fe. Fine.
F. Fowler.
G. Gouverneur.
Hd. Hammond.
Hn. Hermon.
H. Hopkintown.
Le. Lawrenceville.
Ln. Lisbon.
L. Louisville.
M. Macomb.
Md. Madrid.
Ma. Massena.
Mn. Morristown.
Nk. Norfolk.
Oe. Oswegatchie.
P. Parrishville.
Pt. Pierpont.
Pa. Pitcairn.
Pm. Potsdam.
R. Rossie.
Rl. Russell.
Sm. Stockholm.

SARATOGA.

Ballston.
C. Charlton.
Ck. Clifton Park.
Ch. Corinth.
Dy. Day.
Eh. Edinburgh.
Gy. Galway.
Gd. Greenfield.
Hy. Hadley.
H. Half Moon.
Mt. Malta.
M. Milton.
Mu. Moreau.
N. Northumberl'd.
Pe. Providence.
Sa. Saratoga.
Ss. Sar'ga Springs.
Sr. Stillwater.
Waterford.
Wn. Wilton.

SCHENECTADY.

D. Duanesburg.
G. Glenville.
N. Niskayuna
P. Princeton.
R. Rotterdam.
Schenectady.

SCHOHARIE.

B. Blenheim.
Be. Broome.
Ca. Carlisle.
Cl. Cobleskill.
Ce. Conesville.
Ea. Esperana.
F. Fulton.
Ga. Gilboa.
Jn. Jefferson.
Mg. Middleburg.
Rc. Richmondville.
Schoharie.
S. Seward.
Sa. Sharon.
St. Summit.
W. Wright.

SCHUYLER.

Ce. Catharine.
Dx. Dix.
Hr. Hector.
Oe. Orange.
R. Reading.
Te. Tyrone.

SENECA.

Cl. Covert.
Fe. Fayette.
J. Junius.
Li. Lodi.
Ovid.
R. Romulus.
S. Seneca Falls.
Te. Tyre.
V. Varick.
Waterloo.

STEUBEN.

An. Addison.
Aa. Avoca.
Bath.
B. Bradford.
Cn. Cameron.
C. Campbell.
Co. Canisteo.
Cn. Cohocton (N.)
De. Dansville.
E. Erwin.
Gd. Greenwood.
He. Hartsville.
Hy. Hornby.
H. Hornellsville.
Hd. Howard.
Jr. Jasper.
L. Lindley.
Pd. Painted Post.
Ph. Prattsburgh.
P. Pultney
Tn. Thurston.
Th. Troupsburgh.
U. Urbana.
Wd. Wayland.
W. Wayne.
Wn. West Union.
Wr. Wheeler.
Wl. Woodhull.

SUFFOLK.

Bn. Brookhaven.
E. H. East Hampton.
Hn. Huntington.
Ip. Islip.
Riverhead.
Shelter Island.
Sn. Smithtown.
Sh. Southampton.
Sd. Southold.

SULLIVAN.

Bl. Bethel.
Cn. Callicoon.
C. Cochecton.
F. Fallsburgh.
Fg. Forrestburgh.
Ly. Liberty.
Ld. Lumberland.
Mg. Mamakating.
Nk. Neversink.
Rq. Rockland.
Th. Thompson.

TIOGA.

Bn. Barton.
Be. Berkshire.
Cr. Candor.
Nk. Newark.
N. Nichols.
Oo. Oswego.
Rd. Richford.
Sr. Spencer.
T. Tioga.

TOMPKINS.

Ce. Caroline.
Dy. Danby.
Dn. Dryden.
E. Enfield.
Gn. Groton.
Ithica.
Lg. Lansing.
Nd. Newfield.
Us. Ulysses.

ULSTER.

Dg. Denning.
E. Esopus.
Hy. Hurly.
Kingston.
Ld. Lloyd.
Mn. Marbletown.
M. Mablborough.
N. New Paltz.
Oe. Olive.
Pl. Plattekill.
Rc. Rochester.
R Rosendale.
Ss. Saugerties.
Sn. Shandeken.
Sk. Shawangunk.
Wg. Wawarsing.
W. Woodstock.

WARREN.

Al. Athol.
B. Bolton.
Caldwell.
Cr. Chester.
G. Glenn's Falls.
He. Hague.
Hn. Horicon.
Jh. Johnsburgh.
L. Luzerne.
Q. Queensburg.
W. Warrensburg.

WASHINGTON.

Ae. Argyle.
Ce. Cambridge.
Dn. Dresden.
En. Easton.
Fn. Fort Ann.
F. Fort Edward.
Ge. Granville.
G. Greenwich.
Hn. Hampton.
Hd Hartford.
H. Hebron.
Jn. Jackson.
K. Kingsbury.
P. Putnam.
Sm. Salem.
W. White Creek.
White Hall.

WAYNE.

A. Arcadia.
Br. Butler.
G. Galen.
Hn. Huron.
Lyons.
M. Macedon.
Mn. Marion.
On. Ontario.
Pa. Palmyra.
R. Rose.
Sh. Savannah.
Ss. Sodus.
Wt. Walcott.
Wh. Walworth.
Wn. Williamson.

WESTCHESTER.

Bedford.
C. Cortlandt.
E. East Chester.
Gh. Greenburgh.
H. Harrison.
L. Lewisborough.
M. Mamaroneck (S.)
M. Mount Pleasant.
Nr. New Castle.
N. New Rochelle (S.
N. North Castle.
Nm. North Salem.
Og. Ossining.
P. Pelham (S.)
P. Poundridge.
R. Rye.
S. Scarsdale.
S. Somers (N.)
W. C. West Chester.
W. F. West Farms

White Plains.
Ys. Yonkers.
Y. Yorktown.

WYOMING.

Aa. Attica.
Bn. Bennington.
C. Castile.
Ch. China.
Cn Covington.
Ec. Eagle.
Ge. Gainesville.
G. Genesee Falls.
Ja. Java.
M. Middlebury.
Oe. Orangeville.
Py. Perry.
Pe. Pike.
S. Sheldon.
Warsaw.
Wd. Wetherfield.

YATES.

B. Barrington.
Bn. Benton.
Jm. Jerusalem.
I. Italy.
Mx. Middlesex.
M. Milo.
Pr. Potter.
S. Starkey.

NEW YORK surpasses every other State in aggregate population and wealth. The extreme length, E. and W., of its continental part is about 335 m.; extreme breadth, N. and S., 308 m. Long Island is about 125 m. in length, its greatest breadth is about 20 m., and its area is about 1,440 sq. m. Staten Island is about 14 m. long, from 4 to 8 m. wide, with area of about 60 sq. m. Manhattan Island has a main length of 13 m., with main breadth of 2 m., and area of 21 3-4 sq. m. Total area of the State, 47,000 sq. m.

The chief physical divisions of New York differ widely in their aspect. The eastern part is traversed by ranges of mountains; the interior has an uneven surface, and contains several large and deep lakes; and the western part, though frequently uneven, is distinguished for its broad and rich plains. The Alleghany Mts., enter the S. E. part by two distinct ridges from New Jersey and Pennsylvania. The former crosses the Hudson River at West Point, forming the Highlands of the Hudson, celebrated for their scenery, which combines grandeur with the most picturesque beauty. At this crossing of the Hudson, the Highlands are from 15 to 20 m. in breadth, while their altitude is seldom 1,500 ft.; though, in one instance, on the east bank of the river, near Fishkill, there is an elevation of about 1,700 ft. East of the Hudson, this range has a N. E. direction, until it approaches near the Connecticut boundary line, and then extends north, being called the Taconic range, until it merges in the chain of the Green Mountains. The second branch of the Alleghanies, leading from Pennsylvania, is the range of the Shawangunk Mts., which also extends in N. E. direction; this approaches the Hudson, but does not extend across it. The Catskill range also approaches the Hudson by a similar course, and extends parallel to the river for 20 m., but then bends off to the N. W. towards the Mohawk River. The mountains in the northern part of the State (which are together generally called the Adirondack Mts.) comprise several ranges which have distinct local names; yet they together constitute a branch of the great Appalachian System. In other counties there are ranges of hills and highlands. In the interior, as in the Counties of Chenango, Cortland, Madison, and Onondaga, the surface is generally elevated and moderately uneven, sometimes broken and hilly. The district adjoining the south shore of Lake Ontario is a low plateau, gradually rising to the south, for a distance varying from 4 to 8 m., when it is abruptly terminated by a terrace. This terrace, or ridge, forms the Falls of the Genesee at Rochester; at its western extremity, it is 200 ft. high, but as it slopes eastward it descends gently to the general level east of Cayuga Lake. Commencing with this terrace at its north front, there is a broad plateau of nearly level country, slightly depressed toward the centre, but rising gently again towards the south, which terminates at the base of a second terrace having a general height of 60 ft. or more above the former. This terrace, at its front ridge, forms the Falls of Portage in Alleghany Co., and other interesting features. Beyond this second terrace, the country is level for several miles, and then it has a gradual ascent to higher ground. South of this the country is hilly, in some parts rising to an elevation

of 2,500 ft. above the level of the ocean, and from 600 to 1,000 ft. above the deepest valleys, and yet there are no ranges of mountains. The whole southern border of the State must be considered as having once been a high and broad plateau, and that from denudations and breaking up of the strata in some places, together with the action of waves and currents, this irregular and uneven surface was produced.

The extent of navigable waters within the boundaries of this State is greater than that within the limits of any other State. The bay of New York City is one of the very best in the world; it is about 8 m. long, and from 1½ to 5½ m. wide, easily accessible, perfectly safe, and strongly defended; and it may be entered from the ocean by three passages—Long Island Sound, the Narrows (the chief passage for large vessels), and Staten Island Sound. Lakes Erie and Ontario are navigable for the largest steamers and sailing vessels. The Hudson River is navigable for ships to Hudson, 117 m., and for large steamers to Troy, 115 m. Besides the River St. Lawrence and Lake Champlain on its borders, there are several large lakes within the State that are navigable by steamers, as Lake George, 36 m. long, Cayuga, 38, and Seneca, 35; also, the smaller lakes, Oneida, 20 m. long, Skaneateles, 16, Crooked, 18, Canandaigua, 15, Chautauque, 18, and several others. Quite a large number of the rivers within the State have each a course of 150 m., and yet few of them are of any value for navigation, and that by small boats between their falls.

The total population in 1790 was 340,120; in 1800, 586,756; in 1810, 959,049; in 1820, 1,372,812; in 1830, 1,918,608; in 1840, 2,428,921; and in 1850, 3,097,394. By the last census, the classification as to nativity was as follows: 2,129,651 were born in the State; 307,120 in other States of the Union; 47,200 in British America; 84,820 in England; 343,111 in Ireland; 23,418 in Scotland; 7,582 in Wales; 118,398 in Germany; 12,515 in France; 14,757 in other countries; and 6,261 whose places of birth were unknown; giving about 21 per cent. of foreign birth. No. of free colored in 1850, 46,069, or about 1·6 per cent.; but in 1840 this class numbered 50,027, or a little more than 2 per cent. During the year 1849–50, aid was received by 59,855 paupers, of whom 40,580 were foreigners, at an expense of nearly $14 for each individual. In 1850 the number of persons born in this State, but then residing in other States, was 547,218; and the number of those born in other States, but then residing in this State, was 288,100; showing an excess of 259,119 given to other States. On the whole, the increase of population in New York State, during the 60 years from 1790 to 1850, was not only greater in absolute numbers than any other of the Free States, but was also a more rapid increase, the ratio having been 810·68 per cent., while Maine, which exhibits the next most rapid growth, increased its population 504·07 per cent. during the same period. In 1855, according to the State census, the State population was 3,470,059; native voters, 516,745; naturalized voters, 135,076; aliens, 631,753; colored persons untaxed, 36,123.

Agriculture employs the greater part of the population, exclusive of the inhabitants of the cities and large villages. In general terms, the soils of this State may properly be called very fertile. The sections that are least fertile are in the counties traversed by the mountains; and yet there are many fruitful valleys in those parts.

Great efforts have been made, especially by agricultural societies, to introduce everywhere the best modes of culture, with much success. Improvements of this class have been particularly made in the vicinity of the City of New York, although in that section this result has been directly owing to the great demands of the populous city. For example, the western part of Long Island has soil that is naturally of moderate fertility, but it has been greatly improved, and it is now noted for its market produce. In 1850, the amount of improved land, in farms, was about two-fifths of the whole area of the State, and that of the unimproved land, also embraced in farms, was somewhat more than another one-fifth of the whole. No. of farms, 170,621; average no. of acres in each, 113; average value, $3,250. According to census of 1850, New York ranks as first of the States in its aggregate production of oats (26,552,814 bush., out of 146,584,179 in the whole Union), of buckwheat (3,183,955, out of 8,956,812), of barley (3,585,059, out of 5,167,015), of Irish potatoes (15,398,368, out of 65,797,896), of peas and beans, of market-garden products, of orchard products, and of hay, maple-sugar, honey, and hops. Also in the amount of its live stock, (valued at $73,570,499, out of $544,180,516 in the whole Union), in the value of animals slaughtered; in its products of butter and cheese. The wheat crop was 13,121,498 bush., or 13 per cent of the whole U. S. crop, and ranking as the third State in this respect; that of Indian corn was larger, amounting to 17,858,400 bush., though only 3 per cent. of the U. S. crop. The product of wool was about one-fifth of all in the Union, greatly exceeding that of every other State, excepting Ohio, which was a trifle larger.

In manufactures, New York is very extensively engaged; its aggregate productions of this class of industry in 1850, not only exceeded the corresponding product of any other State, but amounted to nearly one-fourth of all manufactures produced in the United States. From the returns of last census, it appears that of the classes of manufactures specifically mentioned, New York ranks as first of the States, only in manufactures of iron casting and of tanneries, and of salt; indicating that its products, aside from the great classes, are various. The product of the tanneries was reported in 1850, at $9,804,000; of woollen manufactures at $7,020,604; iron casting, $5,921,980; wrought iron, $3,758,747; cotton, $3,591,989. The manufactures of salt amounted to $998,315, out of $2,222,745 in all the United States. Manufactures of pig iron, $597,920. In distilleries and breweries, New York employed more capital than any other State, amounting to $2,585,900 out of $8,507,574 in the whole Union; and according to the census, its product of beer was about four-sevenths, of rum about two-fifths, and of whiskey and high wines about two-ninths of all made in the Union.

New York has been more completely surveyed by geologists than any other State. In nearly all the formations, limestone is the prevailing basis rock. The greater portion of the district lying north of the Mohawk River and the east of Lake Ontario is of primary formation. Iron is the most abundant mineral, especially in the district mentioned, the north part of the State. Between Lakes Champlain and Ontario, the country is rich in magnetic and specular iron ores, particularly in Clinton and Essex Cos. The deposits of magnetic iron ore, the black oxide, in those counties, on the western bank of Lake Champlain, form beds of from 1 to 20 ft. in thickness, almost without mix-

ture, encased in granite; and are also found in the mountains of that region. These deposits appear to extend without interruption into New York from Canada, and an exploration on them may be seen at Crown Point N. Y.; the ore there extracted is in much esteem. In the S. E. part of the State, particularly in Columbia and Dutchess Cos., there are extensive beds of both magnetic and hematite ores. Lead occurs in great beds in St. Lawrence Co., and to some extent in other sections. The geological formation is too old for coal, except near the Penn. boundary, where, as in Steuben Co., some little has been found. In several counties there are small veins of zinc, copper, etc. There are quarries of excellent marble in Westchester, Warren, and other counties on the Hudson River, and of fine limestone in many parts of the State, especially in the western and central counties in which this is the prevailing formation. Gypsum extends over the central and western counties, particularly in Cayaga, Yates, and Ontario Cos., thickening as it advances westward in its belt until its purity and development culminate in Ontario Co. The mineral springs of New York are numerous and celebrated for their medicinal value. The Onondaga salt springs are the most important in the Union, and their product in 1855 was 6,082,855 bush.

The lumber business of this State is a source of much wealth. The forests about the Susquehanna and Delaware, furnish large quantities of pine for the Philadelphia and Baltimore markets. Albany is noted as one of the greatest markets for lumber in the world, though the greater part of it is not obtained from New York but from Canada, Michigan, and Ohio.

The internal improvements of New York are remarkable for their extent and cost, and have most beneficially influenced the prosperity of the State and the Union. Most of the canals were constructed and are now owned by the State, and these have an aggregate length of about 800 m. The Delaware and Hudson Canal was built and is owned by an incorporated company; 83 m. of its length is within New York. The Erie Canal was constructed during 1817–25, 364 m. long, and 40 ft. wide, at a cost of $7,143,790; at various periods sections of it have been enlarged, and this work of improvement is still in progress. The State's receipts from the canals have of late years varied between $2,600,000 and $3,000,000 annually, and about one-third of this is expended for the care, repairs, etc., of the canals. All the railroads have been built by incorporated companies, and without the aid of the State, excepting its subscription of $3,000,000 to the New York and Erie R. R. In 1832, the first two lines of railroad were opened, viz: from Albany to Schenectady, 15 m., and from the latter place to Saratoga Springs. The State report of Jan. 1856, gives the following statistics:—"Length of track laid, 2,611½ m.; length of double track, including sidings, 912½ m.: total cost of road, equipment, and other expenditures, $128,888,082; total amount of funded and floating debt, $78,125,821; capital stock paid in, $69,141,515; gross receipts in fiscal year 1855, $21,562,698; do expenses, $12,098,173." Length of main line of Erie R. R., New York City to Dunkirk, 461 m.; do. N. Y. Central R. R., Albany to Buffalo, 298 m.; do. Hudson River R. R., New York City to Albany, 144 m. In the interior, especially in the vicinity of large towns, there are many excellent plank-roads, which have probably cost in the aggregate, at least $5,000,000.

The total amount of the domestic and coasting

trade of this State is not known with any exactness: but this undoubtedly is in a ratio corresponding to the extent of its canals and railroads, and the amount of its foreign commerce, as compared with other States. At Buffalo, during 1855, the value of property received by Erie Canal was $87,846,037; and the corresponding amount delivered at the terminus at Hudson River was about the same. The value of property received at Buffalo by the lakes is now at least $50,000,000 annually. The coasting trade of New York City is not known with any exactness, excepting in the following item. Vessels engaged in coasting trade are not obliged to make official record of their entrance or clearance unless they have foreign goods or distilled spirits on board, the majority of vessels arriving from domestic ports do not carry these articles; but a larger proportion carry such articles from New York to domestic ports; and the custom house records state that the number of entrances of this description, have averaged about 1,800, and the number of clearances about 4,780 annually, for the last five years. The river commerce of Albany alone in 1854, employed 849 vessels with a tonnage of 88,266 tons.

The foreign commerce of New York comprises about two-fifths of the exports of all the United States, and somewhat more than three-fifths of the imports; thus averaging over one-half of the total foreign commerce of the United States. The actual statements for the fiscal year 1855 are:—Exports of New York, $122,534,646; do. United States, $275,156,846; imports of New York, $164,776,511; do. United States, $261,382,930; total foreign commerce of New York, $287,311,157; do. United States, $536,539,806. From this source more than any other, New York derives its general pre-eminence. Its great metropolis naturally possesses remarkable advantages for this branch of industry, but its wonderful prosperity has been owing mainly to the enterprise of its merchants. New York City, as a commercial mart, is now surpassed only by Liverpool and London, and if its prosperity continues it will exceed those cities before the close of this century.

The tonnage of this state is proportionably less than its commerce, because many vessels which are employed in its carrying trade are built and owned in other States. However, New York owns nearly two-sevenths of the total tonnage and about one-fourth of the steam tonnage of the whole United States. Statement of 1855: tonnage of New-York State—total, 1,464,221, steam, 157,829; tonnage of United States—total, 5,212,001, steam, 655,239. Of the above amount of steam tonnage, 107,692 tons were enrolled or licensed in the port of New York, and 38,262 in the port of Buffalo, and the remainder, or 11,875 tons, was distributed in several ports.

The building of vessels is very extensively prosecuted. The amount of tonnage built within this State, annually, during the last four years, has uniformly averaged one-fifth of all built in the Union. Nearly all of the great American steamships have been built in New York City.

New York's interest in the coast fisheries is quite important, but there are no official or reliable returns on this subject. The number of vessels in the whale fishery, Jan. 1st., 1856, was 31, with aggregate tonnage of 10,493 tons, showing a great decrease from former times.

The capital of the banks in New York State (284) is about one fourth of the total in the Union, being $85,589,590, out of $335,611,990. No. of banks in New York City, 55; amount of

their capital, $46,502,420. The savings banks in the State have deposits amounting to $36,606,122, from 176,121 depositors, or somewhat more than $200 for each.

Nearly one-third of the whole population of the State is contained in the eight chief cities, the population of which was returned in 1845, '50, and '55, as follows:—

	In 1845.	*In* 1850.	*In* 1855.
New York	374,323	515,547	629,810
Brooklyn	72,769	135,357	205,250
Buffalo	29,773	42,261	74,214
Albany	41,139	50,763	57,333
Rochester	25,265	36,403	43,877
Troy	21,641	28,755	33,269
Syracuse	———	22,271	25,107
Utica	12,190	17,565	22,169

—aggregate population in 1855, 1,091,029.

Albany, the capital of the State, is situated on the west bank of the Hudson River, 144 m. from New York City. Its site gradually rises westward from the flat ground bordering the river, and in the distance of a mile attains an elevation of 220 ft. Upon this eminence are the Capitol, State Hall, City Hall, with other public buildings, and the magnificent Catholic Cathedral. The Capitol is a handsome and substantial building, faced with brown freestone from the quarries below the Highlands, and with marble columns, etc., from Berkshire, Mass., and cost $125,000. The State Hall is a splendid edifice of white marble, containing various government offices, and the State Library of 56,000 vols. The City Hall is also constructed of white marble, and is surmounted by a gilded dome. In the lower and business part of the city are the Exchange, a fine granite building, containing the post office, etc., the Delevan House, Stanwix Hall, and other large hotels. There are several literary institutions of high reputation: the University of Albany, organized in 1852, of which the A. Medical College, founded in 1839, now forms one branch; State Normal School, established in 1844; Albany Academy; Albany Institute; Young Men's Association; Albany Female Academy, and other Seminaries. The Dudley Astronomical Observatory, built at a cost of $25,000 given by Mr. Dudley, has recently been erected, and is connected with the University. Albany is one of the greatest thoroughfares in the Union, and especially noted for its immense business in connection with the canals. The principal basin, which receives the canal boats, consists of part of the river included between the shore and a pier, which is about one mile long and 80 ft. wide, and covered with spacious warehouses. The manufactures are varied; the largest establishments are the breweries and iron works.

The City of New York comprises in its area the whole of Manhattan Island, though its densely inhabited sections occupy as yet only the southern part of the Island. Latitude of City Hall, 40° 42′ 43″ N.; longitude, 74° 0′ 3″ W. Between this city and Brooklyn, the East River, or Strait of L. I. Sound, averages three-fourths of a mile in width, and the Hudson River about one mile; and the harbor below their confluence expands with a circumference of about 25 m. This harbor is connected, by the strait called the Narrows, which is strongly defended, with an outer bay, which opens directly out into the ocean. The island is traversed centrally throughout nearly its whole length by a ridge, on each side of which the ground slopes gently to the water. The general plan is regular, though in the lower part of the city, the main streets on either side of Broadway

extend parallel to the rivers, and the cross streets do not uniformly intersect at right angles. Broadway is the principal street, especially that main portion of it which occupies the central ridge of the island, and extends in a perfectly straight line and with uniform breadth for a distance of 2¼ miles, from the Battery to Grace Church. This street is mainly occupied by stores, but it also contains the principal hotels and theatres, besides several banks and other prominent buildings. Although a very large proportion of the buildings in this street are of costly construction, so that there is not a more elegant business thoroughfare of equal extent in the world, yet the general aspect is impaired by the diversity of architecture; since almost every block comprises several fronts of marble, sandstone, and brick. The Bowery is a wider street, and is traversed by some of the city railroads; it is more plainly built, but it is also a very important business thoroughfare. There are 17 public squares and other areas, which altogether contain 170 acres; they are generally ornamented with trees, iron railings, fountains, etc., affording pleasant promenades; and are valued, including the City Hall Park, at $8,815,000. The new Central Park extends from Fifty-ninth to One hundred and sixth street, between Fifth and Eighth Avenues, comprising 750 acres, valued, as first taken in its unimproved state, at $5,169,369. The grandest and most important public work is the Croton Aqueduct, which is 40½ miles long, and was constructed during 1837–42, at a cost of $9,000,000; at Croton River there is a dam, 40 ft. high and 166 above tide, and from this the water is conveyed in a covered canal of brick and stone through numerous tunnels to Harlem River, which it crosses on a bridge 1450 ft. long and 114 ft. above tide; the receiving reservoir, situated about 5 m. above the City Hall, covers 38 acres, and has a capacity for 150,000,000 galls.; the distributing reservoir, on Fifth Avenue, includes 4 acres, and has a capacity for 20,000,000 galls., and its walls are 37 ft. thick at the base, and 44½ ft. above the ground; at the close of 1855, the length of the large pipes laid under ground for the distribution of the water through the city was 249 miles; and a new reservoir is about to be constructed within the Central Park, which will cover 97 acres, and cost, exclusive of the land, at least $1,000,000. Gas-light is supplied by two companies: the New York Co., chartered in 1823, with a capital of $1,000,000, supplies the district south of Grand street, has about 130 miles of mains of various sizes, and lights 3,500 public lamps; the Manhattan Co., chartered in 1853, with a capital of $4,000,000, supplies the rest of the city, has 190 miles of mains, lights 7,300 street lamps, and furnishes gas to over 17,000 stores and dwellings. The city government owns the ground and buildings used as public markets, and with one or two exceptions the appearance of these buildings is entirely unworthy of a large and wealthy city. The total value of real estate and property owned by the city, and used by the different departments of the city government, including the parks, aqueducts, etc., is $42,684,770.

The following table presents several statements relative to the city, as compared with the rest of the State, according to the returns of 1855:—

	New York City.	*Rest of State.*
Population	629,810	2,840,249
Real Estate	$336,975,866	$770,234,189
Personal "	135,531,282	143,990,252
Total valuation ..	472,507,148	914,224,441
Taxes	5,834,823	5,833,243

The personal estate assessed in New York City belonging to non-residents was $14,491,130, and this is not included in the above. The valuation of incorporated companies in New York City, deriving an income from their capital, was $77,464,774; their tax was $933,222½. Magnificent edifices are very numerous. The Merchants' Exchange, occupying an entire block, is built of Quincy granite, and cost about $1,800,000; its front has a recessed portico, with 18 columns, each of which is a solid block of granite, 38 ft. high, 4½ ft. in diameter, and weighing over 40 tons; its central rotunda is elaborately constructed of white marble, and lighted by a very lofty dome, which is in part supported by 8 Corinthian columns of Italian marble, 41 ft. high. The Custom House (on the site of the old Federal Hall, where Gen. Washington was inaugurated the first President,) is built of white marble, in the Doric order, after the model of the Parthenon, with two grand porticos, each having 8 massive columns; its principal hall is circular, surmounted by a dome, supported by 16 Corinthian columns, 30 ft. high; total cost $1,175,000. The City Hall is a large and handsome edifice, built in combined Ionic and Corinthian orders, of white marble, except its north side, and surmounted by a cupola, which is crowned by a statue of Justice. The Crystal Palace has a somewhat octagonal form; each main diameter is 365½ ft. long, the dome is 100 ft. in diameter and 123 ft. high. In its construction 1,800 tons of iron, 55,000 sq. ft. of glass, and 750,000 sq. ft. of lumber were used; and its entire flooring covers nearly 6 acres. The hotels of New York are generally very large, and noted for their excellence; while a considerable number are also remarkable for their splendor, and several of these cost fully $1,000,000. The most costly and conspicuous church edifices are those of the Protestant Episcopal denomination; of these, Trinity Church, built entirely of light red sandstone, including the tower and spire, 264 ft. high, cost $400,000, and is the noblest building of Gothic architecture in America; Grace Church, a very elaborate structure of white marble that cost $200,000, produces, from its advantageous position, a more marked effect than almost any other edifice in the city; and many others are highly ornamental. Though New York is characterized chiefly by its manufactures and commerce, yet there are many literary and scientific institutions of the highest grade, and extensive libraries. The literary colleges are: Columbia College, which was founded in 1754, is richly endowed, and has a valuable library; and the University of the City of New York, which was founded in 1831, and occupies one of the most costly buildings in the city. Three flourishing medical colleges—College of Physicians and Surgeons, founded in 1807; Medical Department of the University, founded in 1837; and New York Medical College, founded in 1851—each of which has a spacious building, cabinets, library, etc., and there are some minor medical institutes. Two theological seminaries—Episcopal, founded in 1817, and Presbyterian, founded in 1836—each of which is richly endowed, and has a large and valuable library. The Free Academy crowns the system of public school education; it was established in 1848, and has about 600 students. Some of the seminaries for young women are very celebrated, and have each several hundred pupils. The total number of volumes in the various public libraries and institutions, amounted in 1855 to 336,290; of which in Astor Library, 80,000; in N. Y. Society do. 40,000; Mercantile, 47,000, etc. The

edifice of the "Union" devoted "to Science and Art," founded by Mr. Peter Cooper, with a gift of $300,000, is in progress. There are many large establishments of a public nature, founded by the liberal contributions of benevolent citizens, such as the seven orphan asylums, six dispensaries, five other asylums, the various hospitals, etc. In the upper part of the city are the Institutions for the Blind, Deaf and Dumb, and Insane, each having large and elegant buildings with beautiful grounds. Extensive institutions for seamen are situated on Staten Island, 6 m. from the Battery. The Alms-house, Penitentiary, and several other city establishments are located on the islands in the East River.

Brooklyn is now the third city in the Union in point of population. Its site is uneven, generally elevated, and rises towards the east. The section bordering the East River is mainly occupied by large warehouses, etc.; thence westward the blocks on the principal thoroughfares are in part occupied by retail stores and in part by dwellings, while the side streets are lined entirely by houses. Probably there is no great city in the world that contains more excellent dwellings in proportion to its population than Brooklyn. Many of the citizens are engaged in daily business in New York, and at all hours of the day and night, ferry-boats filled, with passengers, carriages, and carts, are constantly plying between these cities. The City Hall is a spacious and very handsome structure, of white marble, and cost $200,000. The Packer Institute has the best and most costly edifice in the Union that is used for a female seminary. The Polytechnic Institute, opened in 1855, is designed to be one of the best colleges in the Union. The churches are very numerous, and most of them are of elegant construction. The Atlantic Dock is the most extensive work of the kind in America, embracing an area of 41 acres, and cost over $1,000,000; its outer pier, 3000 ft. long, is occupied by a range of granite store-houses of grain, flour, etc. The U. S. Navy Yard occupies about 40 acres, and has a dry dock that cost $1,000,000. The U. S. Naval Hospital has a magnificent edifice on a commanding elevation. Greenwood is the most extensive and celebrated cemetery in America; its area comprises about 360 acres, diversified in the most picturesque manner; and its natural beauty has been embellished by the elaborate adornments of art.

Buffalo is situated at the eastern extremity of Lake Erie, 2 or 3 m. S. of the commencement of Niagara River, and 298 m. W. of Albany by the Central R. R. The site is partly elevated, and partly low and marshy; it rises gradually from the lake, and at the distance of 2 m. becomes an extended plain, 50 ft. above the level of the harbor. The streets are broad and straight; of these Main St., is 120 ft. wide, and 2½ m. long. The Catholic Cathedral, with St. John's, St. Paul's, and other churches, are costly structures. The Medical College is the chief literary institution. The most extensive branches of manufacturing are iron casting, iron working, flouring, and the building of steam-boats, and canal-boats. The trade of Buffalo is its chief feature, and in this respect it is one of the first cities of the Union.

Rochester is situated on both sides of the Genesee River, 7 m. S. of its entrance into Lake Ontario, 230 m. W. of Albany. Its site is pleasant, its business streets are substantially built, and its houses generally of very neat appearance. Within a course of 3 m. the river descends 226 ft. with three perpendicular falls of 95, 20, and 75 ft. Excepting in the dry seasons, these are grand and

beautiful falls. The water power thus afforded has been extensively improved, especially by the flour mills. These are the largest of the kind in the Union, and the capital invested in them is about $1,000,000. The other great manufactures are of machinery, iron castings, edge tools, and lumber. Rochester is the seat of the R. University and Theological Seminary, (both under Baptist influence, and founded in 1850,) and of the State's Western House of Refuge.

Troy, 6 m. N. from Albany, is at the head of steamboat navigation on the Hudson River. Its site is an alluvial plain, terminated on the east side by an eminence called Mt. Ida. In its north part is a rocky summit, 200 ft. high, called Mt. Olympus. Excepting the Court House, and several churches, there are few public buildings notable for their architecture, but the majority are equal to the average of cities of this size. The Rensselaer Institute and Troy Female Seminary are celebrated institutions, and a college is about to be established. For its manufactures and general enterprise, Troy is distinguished. It contains three iron rolling mills, one of which covers 1¼ acres; one of the largest car factories in the Union, three car wheel foundries, an extensive car-axle factory, and two malleable iron works; also numerous important machine shops, and factories of various kinds.

Syracuse, 148 m. W. from Albany, is situated at the S. end of Onondaga Lake. From its central position in the State, and its railroad and canal connections, it has excellent advantages for trade. The principal business streets give evidence of its prosperity. The salt manufactures of this city and vicinity are the most extensive in the Union; the land containing the springs is owned by the State, but it is leased, free of rent, to the manufacturers, who pay (since 1846) a duty of one cent. per bushel; some of the wells are 400 ft. deep.

Utica, 95 m. W. of Albany, stands on a nearly level site, on the south bank of the Mohawk River. It is a very flourishing city, having important manufactures and extensive trade. It contains the State Lunatic Asylum. The surrounding country is highly productive and populous, and contains an unusual number of good plank and turnpike roads.

The following list comprises the other cities, and all townships having in 1855 a population of 6,000 and upwards:

Auburn	9,476	Newburg	12,773
Barre	6,797	Newtown	9,446
Bath	6,031	Oswegatchie	10,060
Brookhaven	9,696	Oswego	15,816
Canandaigua	6,480	Owego	8,328
Castleton	8,252	Oyster Bay	8,047
Champlain	6,197	Plattsburg	6,080
Chenango	13,128	Pomfret	9,157
Corning	6,334	Potsdam	6,631
Cortlandt	8,468	Poughkeepsie	12,763
Elmira	8,486	Queensbury	6,438
Fishkill	8,764	Rome	10,720
Flushing	7,970	Saratoga Sp'gs.	6,307
Greenburg	6,435	Sangerties	9,318
Haverstraw	6,747	Schenectady	8,389
Hempstead	10,477	Seneca	8,298
Hudson	6,720	Southampton	6,821
Huntington	8,142	Verona	6,923
Ithaca	7,153	Volney	6,476
Johnstown	7,912	Watertown	7,557
Kingston	13,974	Watervliet	20,889
Lenox	7,800	Wawarsing	7,227
Lockport	13,386	West Farms	12,436
Manlius	6,228	Yonkers	7,554

Oswego is situated at the mouth of the Oswego River, on the S. E. shore of Lake Ontario, and is the largest and most flourishing town on that lake (in the State). Its harbor is naturally good, and has been improved by the government. By this advantage, and the railroad and canal to Syracuse, its trade has become very extensive, especially with Canada. This Canadian trade is about one-half of the entire commerce of the United States with Canada, and has been immensely extended under the Reciprocity Treaty of 1854. This port is now one of the greatest wheat markets in America. The river here falls 34 ft., and the water-power has been well improved. Here is the largest starch factory in the world, working up more than 200,000 bushels of corn yearly.

Ogdensburgh, on the River St. Lawrence, is a thriving village (in the Town of Oswegatchie) at the terminus of the Northern R. R. (to Rouse's Point, 118 m.), over which immense quantities of grain and other Canadian and Western produce are transported to Boston and New York, and merchandise from those and other places.

Auburn, 174 m. W. of Albany, contains one of the State Prisons, with usually about 500 inmates, and the Auburn Theological Seminary (Presbyterian), founded in 1821.

Geneva, in Town of Seneca, at N. end of Seneca Lake, 200 m. W. of Albany, has an extremely pleasant location. It is the seat of Hobart Free College (Episcopal, first founded in 1823, as Geneva College), with which is connected the Medical College, founded in 1835.

Canandaigua, 22 m. W. of Geneva, at N. end of Canandaigua Lake, is equally distinguished for the beauty of its situation and the elegance of many of its houses.

Lockport, 56 m. W. of Rochester, and 25 m. N. E. of Buffalo, is situated at the point on the Erie Canal where it descends from the Lake Erie level to the Genesee level, 60 ft., by 10 combined locks of massive masonry. The abundant water power obtained by this means is a principal source of the prosperity of the town. Extensive quarries of limestone and of sandstone flagging are worked constantly, employing several hundred men.

In the southern tier of counties, many of the townships and their villages have greatly increased in population within five years, or since the completion of the New York and Erie R. R., and the construction of the various railroads which connect that great trunk line with the New York Central R. R. In many of these, the lumber business is a leading employment, and some of them contain large tanneries. The most populous townships are: Chenango (containing the village of Binghamton), Elmira, Owego, Pomfret (containing the village of Dunkirk), Ithaca, and Corning.

Poughkeepsie and Newburg, with other large places on the Hudson River, are noted for their exportation of agricultural produce, in supplying the City of New York, and some of them also have important manufactories.

Schenectady, 16 m. N. W. of Albany, was founded as a trading post in 1620, and chartered as a city in 1798. The buildings of Union College are pleasantly situated on an eminence in the east part of the city; this institution was founded in 1795, and was recently endowed with $500,000 by Dr. Nott, its president.

Rome, on the Mohawk River, 107 m. from Albany, is a flourishing place. This was the site of old Fort Stanwix, built in 1758, rebuilt in the revolutionary war, and then called Fort Schuyler.

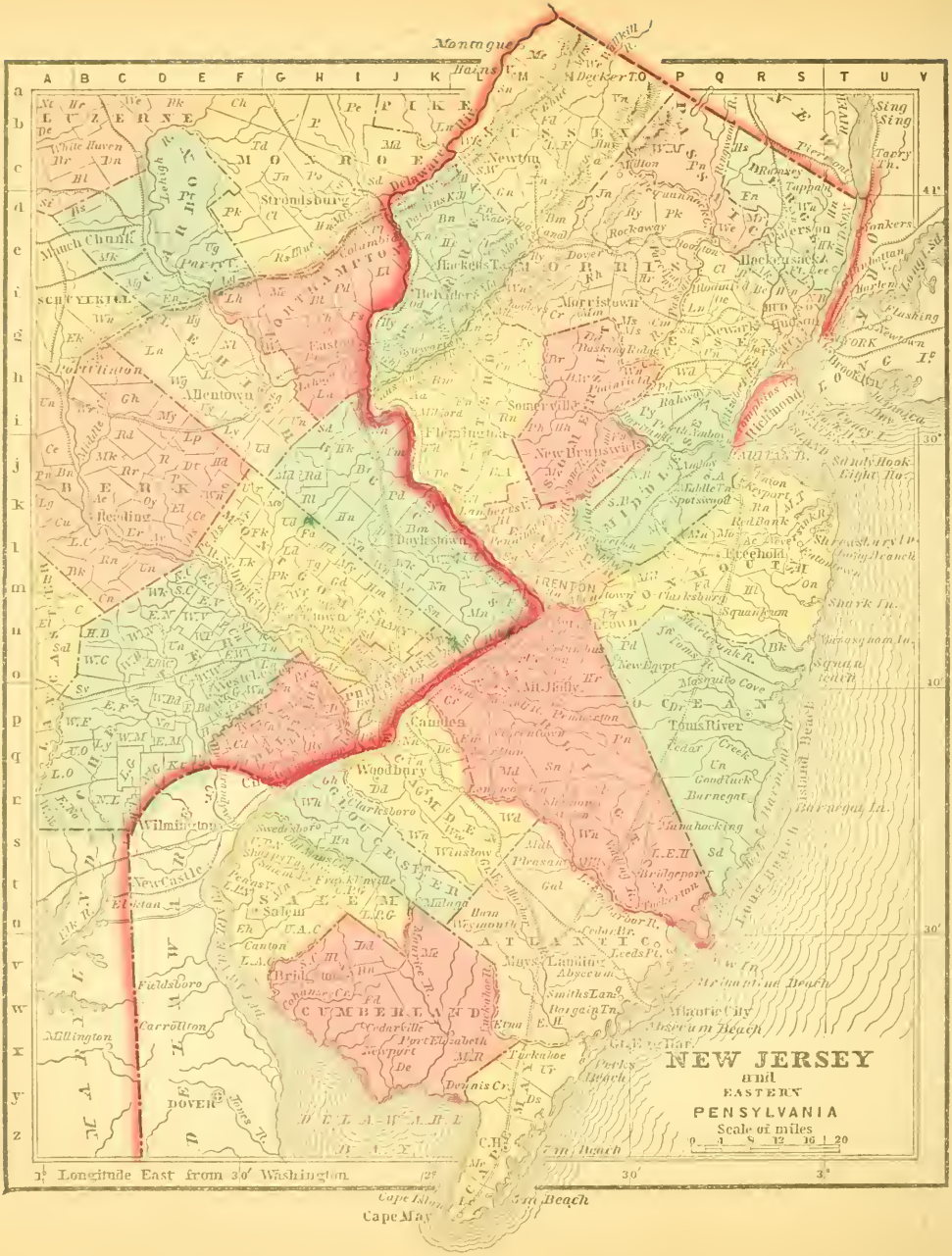

NEW JERSEY
and
EASTERN
PENSYLVANIA
Scale of miles
0 4 8 12 16 20
1° Longitude East from 30′ Washington
Montague
Hains V.
Decker T.
Newton
Stroudsburg
Mauch Chunk
Hackensack
Morristown
Newark
Somerville
Flemington
New Brunswick
Allentown
Reading
Doylestown
Trenton
Freehold
Clarksburg
Squankum
Mt. Holly
Camden
Woodbury
Toms River
Wilmington
New Castle
Salem
Bridgeport
Atlantic City
Absecum Beach
Cape May
Cape Island
Dover
Fieldsboro
Carrollton
Millington
Delaware Riv.
Sing Sing
Tarry Tn.
Yonkers
Flushing
Brooklyn
Sandy Hook
Eight Ho.
Shrewsbury In.
Long Branch
Shark In.
Barnegat In.
Long Beach
Brigantine Beach
Tuckahoe
Dennis Cr.
Cedarville
Port Elizabeth
Newport
Cape Island
Cape May
Beach

TABLE OF COUNTIES AND TOWNSHIPS IN NEW JERSEY.

ATLANTIC.

Gal. Galloway.
Great Egg Harbor.
Ham. Hammonton.
Mul. Mullica.
Weymouth.

BERGEN.

Fa. Franklin.
Hackensack.
Ha. Harrington.
Ho. Hohokus.
L. Lodi.
N. B New Barbadoes.
S. Saddle River.
Wa. Washington.

BURLINGTON.

Bordentown.
Bn. Burlington.
Cd. Chesterfield.
Cr. Chester.
Em. Evesham.
L. E. H Lit. Egg Har.
Ml. Mansfield.
Md. Medford (S.)
Hr. New Hanover.
Nn. Northampton
Pn. Pemberton.
Sa. Southampton.
S l. Springfield.
Wn. Washington.
Wh. Westhampton.
Wo. Willingsboro.

CAMDEN.

Camden City.
De. Delaware.
Dd. Deptford.
Gr. Gloucester.
Nn. Newton.
Un. Union.
Wn. Washington.
Wd Waterford.
Ww. Winslow.

CAPE MAY.

Ds. Dennis.
L. Lower.
Me. Middle.
Ur. Upper.

CUMBERLAND.

Bridgeton.
C. Cohansey.
Dl. Deerfield.
De. Downe.
Fd. Fairfield.
G. Greenwich.
Hl. Hopewell.
M. R. Maurice River.
Mv. Milville.
S. C. Stow Creek.

ESSEX.

Bv. Bedleville.
Bd. Bloomfield.
Cl. Caldwell.
Cn. Clinton.
Eh. Elizabeth.
Lv. Livingston.
Newark City.
N. P. N. Providence.
Or. Orange.
Pd. Plainfield.
Rahway.
Sd. Springfield.
Un. Union.
Wd. Westfield.

GLOUCESTER.

Fn. Franklin.
Gh. Greenwich.
Ha. Harrison.
Wh. Woolwich.

HUDSON.

B. Bergen.
Ha. Harrison.
Hudson.
Jersey City.
N. B. North Bergen.

HUNTERDON.

Ae. Alexandria.
E. A. E. Amwell.
Bm. Bethlehem.
Cn. Clinton.
De. Delaware.
Fn. Franklin.
Kd. Kingwood.
Lambertville.
Ln. Lebanon.
Rar. Raritan.
Rn. Readington.
Ty. Tewksbury.

MERCER.

E. W. East Windsor.
Eg. Ewing.
Ha. Hamilton.
Hl. Hopewell.
Le. Lawrence.
N. Nottingham.
Princeton.
Trenton.
W. W. W. Windsor.

MIDDLESEX.

Mr. Monroe.
New Brunswick.
Perth Amboy.
Pa. Piscataway.
South Amboy.
S. B. S. Brunswick.
We. Woodbridge.

MONMOUTH

Ac. Atlantic.
Freehold.
Hl. Howell.
Mp. Manalapan.
Mb. Marlborough.
M. T. Middletown.
Ml. Millstone.
On. Ocean.
Rn. Raritan.
Sw. Shrewsbury.
Ud. Upper Freehold.

MORRIS.

Cm. Chatham.
Cr. Chester.
Hr. Hanover.
Jn. Jefferson.
Mn. Mendham.
Ms. Morris.
Pk. Pequannock.
Rh. Randolph.
Ry. Rockaway.
Rx. Roxbury.
Wn. Washington.

OCEAN.

Bk. Brick.
Dr. Dover.
Jn. Jackson.
Pd. Plumstead.
St. Stafford.
Un. Union.

PASSAIC.

Ak. Aquackanonck.
Mr. Manchester.
Paterson.
Po. Pompton.
Wy. Wayne.
W. M. West Milford.

SALEM.

Eb. Elsenborough.
L. A. C. Lower Alloway's Creek.
L. P. N. Lower Penn's Neck.
Mn. Mannington.
P. G. Piles' Grove.
P. G. Pitt's Grove.
Salem.
U. A. C. Upper Alloway's Creek.
U. P. N. Upper Penn's Neck.
U. P. G. Upper Pitt's Grove.

SOMERSET.

Bc. Bedminster.
Bl. Bernardsville.
Bb. Branchburgh.
Bc. Bridgewater.
Fn. Franklin.
Hb. Hillsborough.
Mc. Montgomery.
Wn. Warren.

SUSSEX.

Bn. Byram.
Fd. Frankford.
Gn. Green.
Hn. Hardiston.
L. Lafayette.
Mn. Montague.
Newton.
Sn. Sandyston.
Sp. Sparta.
S. W. Stillwater.
Vn. Vernon.
Wk. Wantage.
Wc. Wantage.

WARREN.

Belvidere.
Bn. Blairstown.
F. Franklin (S.)
Fn. Frelinghuysen.
Gh. Greenwich.
H. Hardwick.
Hy. Harmony.
Hp. Hope.
In. Independence.
Kn. Knowlton.
Ml. Mansfield.
Od. Oxford.
Pq. Pahaquarry.
Wn. Washington.

THE greater part of this State is bounded east by the Atlantic Ocean, and the entire western boundary is formed by the Delaware River. The extreme length of the State, N. and S., is 167 m., the breadth varies from 37 to 81 m., and the whole area has been computed at 8,320 sq. m. The southern and middle divisions are, for the most part, level and sandy; but the surface of the northern and northwest sections is generally diversified, frequently hilly, and occasionally mountainous. The shores of the Atlantic S. of lat. 40° are continuously bordered with long, low sand islands. The first strip of mainland, extending parallel to these islands and of considerable width,

is likewise low and marshy, and the corresponding section along the Delaware Bay is of the same character. Further inland the surface rises, though very gradually, and is mainly of sandy soil. Below Raritan Bay is the group of the Nevisink Hills, which are from 300 to 400 ft. high, and serve as a beacon to mariners approaching New York. In the N. E. part, along the Hudson River, are the Palisades, 20 m. long, and from 200 to 500 ft. high. A ridge of the Appalachian Mts. extends across the N. W. part of the State, on the E. side of the Musconetcong River and E. boundary of Sussex Co., comprising Schooley's Mtn., and other elevations. The extreme N. W. part is traversed by the Blue Ridge of the same system. The streams of the interior are small, and those discharging into the ocean are navigable only in their lower courses.

The total population in 1790 was 184,139; in 1800, 211,949; in 1810, 245,555; in 1820, 277,575; in 1830, 320,823; in 1840, 373,306; and in 1850, 489,555. Its increase in each period of ten years, from 1790 to 1840, was about 15 per cent.; but from 1840 to 1850 was 31 per cent. In 1850, the colored persons numbered 24,046, or about 5 per cent. of the whole population; the average proportion of this class during 1790–1820 was about 7½ per cent.; but in each ten years from 1820 to 1850 this proportion gradually diminished. In 1850, this class is reported in the census as embracing 236 slaves, which is an error: Slavery was provisionally abolished in 1784—all children born of a slave after 1804 were free in 1820; and the class thus mentioned, though formerly slaves, are properly "indented colored servants." Exclusive of this small number, the population in 1850 was thus classified as to nativity:—Born in the State, 385,429; born in other States, 45,012; total native population, 430,441; total foreign, 58,364, or about 12 per cent.; of unknown nativity, 514. At the same time, the number of those born in New Jersey but residing in other States was 133,381. By State census of 1855 the population was 569,499.

Agriculture and its branches employ about one-fourth of the male population over 15 years of age. The alluvial valleys in the western half of the State are the most fertile and best improved agricultural districts, and other parts of this division are moderately fertile and generally suited for tillage and pasturage. Some of the sandy sections in the South have been greatly improved and rendered quite productive. The products of orchards and market gardens in 1850 were relatively the largest of any State. Of the grain crops in 1850, that of corn exceeded all the others combined, amounting to 8,759,704 bush., while that of oats was 3,378,063; wheat, 1,601,190, etc. Irish potatoes, 3,207,236 bush.; sweet do., 508,015; total, 3,715,251; hay, 435,950 tons. The amount and value of live stock, and the production of butter, are relatively large.

The manufactures of New Jersey have long been very extensive, though mainly owing to the nearness of the great markets of New York and Philadelphia. By the returns of 1850, New Jersey's aggregate product of manufactures, mining, and the mechanic arts, was $39,713,586 annually, from 4,108 establishments, each producing to the value of $500 and upwards. Its rank in this respect was the sixth. Annual product of the chief branches reported: woollen, $1,164,446; cotton, $1,109,524; wrought iron, $1,079,576; tanning, $724,466; iron casting, $686,430; pig iron, $560,544. In Newark, in 1855, the aggre-

gate annual product of manufactures was estimated at $15,000,000; of which, $8,000,000 were about equally divided among four branches—jewelry, patent leather, hats, and clothing.

The mineral deposits within this State are very valuable, especially those of iron and zinc. The mines of zinc in Sussex Co. are believed to be the most extensive in the world, and are profitably worked. Iron ores occur abundantly—magnetic and hematite in the N., and bog in the S. There are many varieties of the strata of slate, limestone, and sandstone: and these are extensively quarried, especially the brown and red sandstone, both for home consumption and exportation. Beds of marl are very abundant in the central and western sections.

The railroads in Jan., 1856, had an aggregate length of 528 m., and had cost $21,645,289. The first charter for a railroad in this country was granted by the N. J. Legislature in its session of 1814–15; this was for a road between Trenton and New Brunswick, but the enterprise was not then prosecuted. The Delaware and Raritan Canal is 43 m. long, and 75 ft. wide; the Morris Canal is 102 m. long.

The coasting trade is active, and employs nearly all the tonnage. In 1855, the total tonnage was 121,019 ts., of which 20,289 were in steam navigation: and during that fiscal year 10,960 ts. were built. The foreign commerce is small, fluctuating, since 1850, between $2,000 and $5,000 a year.

Population of cities and chief townships in 1855, by State census: Newark, 53,440; Paterson, 23,960; Jersey City, 21,715; Camden, 15,000; New Brunswick, 12,401; Trenton, 13,250; Elizabeth City, 8,978; Orange, 6,578; Burlington, 5,873; Hoboken, 5,842; Bergen, 4,972; Hudson, 4,207.

Trenton, on Delaware River, at the head of steamboat navigation, 57 m. S. W. of New York, has been the Capital of the State since 1790. Besides the State House, it contains the State Lunatic Asylum and State Penitentiary. The city has excellent water-power, and its manufactures, already of great extent, are increasing.

Newark is on the Passaic River, 9 m. W. of New York. It is especially noted for its manufactures, which are for the most part produced by establishments of moderate capital, though there are several that are very extensive. Some of the public buildings, especially some of the churches, are elegant and costly structures.

Paterson is 13 m. N. of Newark, and 17 N. W. of New York, and situated on the Passaic River, immediately below its Falls. The total descent of the river is 72 ft., of which the perpendicular fall is 50 ft. There are about twenty cotton factories in operation, three extensive locomotive manufactories, with a variety of other important establishments, and the silk mills are among the most extensive in the Union.

Camden, is situated directly opposite Philadelphia, and has rapidly increased within a few years.

New Brunswick has a flourishing trade, and is the seat of Rutgers' College, founded in 1770.

Princeton is a pleasant place, 11 m. N. E. of Trenton. It is chiefly noted as the seat of the College of New Jersey, which was founded in 1746 at Elizabethtown, and removed to this place in 1757, and also as the seat of the Presbyterian Theological Seminary, founded in 1812.

Burlington, 12 m. S. of Trenton, was founded in 1678, and incorporated as a city in 1784; it contains several seminaries of high reputation and many elegant dwellings.

TABLE OF COUNTIES AND TOWNSHIPS IN PENNSYLVANIA.

ADAMS.

B. Berwick.
B. H. Ban Hamilton.
C. Conewago.
Cd. Cumberland.
Fn. Franklin.
Fm. Freedom.
Gy. Germany.
Gettysburgh.
Ha. Hamilton.
H. Huntingdon.
Le. Lattimore.
Ly. Liberty.
Mn. Menallen.
My. Mount Joy.
M. Mt. Pleasant.
Rg. Reading.
Sb. Strabane.
T. Tyrone.
Un. Union.

ALLEGHANY.

Ba. Baldwin.
E. D. East Deer.
En. Elizabeth.
Fy. Findley.
Fn Franklin.
In. Indiana.
Jn. Jefferson.
L. Lower St. Clair.
M. Marion.
Mf. Mifflin.
Mn. Moon.
N. F. North Fayette.
O. Ohio.
Ps. Peebles.
Pe. Pine.
Pittsburg.
Pb. Plumb.
Ra. Robinson.
Rs. Ross.
Sn. Snowdon.
S. F. South Fayette.
U. S. Upp'r St. Clair.
V. Versailles.
W. D. West Deer.
Ws. Wilkins.

ARMSTRONG.

Ay. Alleghany.
B. B. Brady's Bend.
Fn. Franklin.
Ks. Kiskiminitos.
Kg Kittaning.
Mn. Madison.
N. B. North Buffalo.
P. Perry.
Pe. Pine.
P. C. Plum Creek.
R. B. Red Bank.
S B. South Buffalo.
S. C. Sugar Creek.
We. Wayne.

BEAVER.

Beaver.
B B. Big Beaver.
B. Brighton.
Ch. Chippewa.
Ey. Economy.
Gn. Green.
Hr. Hanover.
H. Hopewell.
L. L. Darlington.
M Marion.
Mn. Moon.
N. S. New Sewickly.
N. Nth. Sewickly.
Oo. Ohio.
P. Patterson.
P. Perry (N. L.)
Rn. Raccoon.
S. B. South Beaver.

BEDFORD.

Bd. Bedford.
Bd. T. Broad Top.
Ce. Coleraine.
C. V. Cumberland Valley.
E. P. E. Providence.
Hn. Harrison.
Hl. Hopewell.
Ly. Liberty (N.)
Ln. Londonderry.
M W. Middle Woodbury.
Mr. Monroe.
Nr. Napier.
Sn. Southampton.
S. W. S. Woodbury.
St. C. St. Clair.
Un. Union.
W. W. Providence.

BERKS.

Au. Albany.
Ae. Alsace.
Ay. Amity.
Bn. Berne.
Bl. Bethel.
Bk. Brecknock.
Cn. Caernarvon.
Ce. Centre.
C. Colebrookdale.
Cu. Cumru.
Dt. District.
D. Douglass.
E. Earl.
Er. Exeter.
Gb. Greenwich.
Hg. Heidelberg.
H. Hereford.
L. C. Lower Cumru.
L. S. Long Swamp.
L. H. Lower Heidelberg.
M. C. Maiden Creek.
Mn. Marion.
M. Maxatawny.
N. H. N. Heidelberg.
Oy. Oley.
P. Penn.
Pe. Pike.
Reading.
Rd. Richmond.
Rn. Robeson.
R. Rockland.
R. M. Roscomb Manor
T. Tulpehocon.
Un. Union.
U. B. Upper Bern.
U. T. Upper Tulpehocon.
W. Washington.
Wr. Windsor.

BLAIR.

Ay. Alleghany.
A. Antes.
B. Blair.
Ce. Catherine.
Gd. Greenfield.
Fn. Frankstown.
Hollidaysburgh.
Hn. Huston.
Ju. Juniata.
N. W. N. Woodbury.
Sr. Snyder.
Tc. Tyrone.
W. Woodbury.

BRADFORD.

Ay. Albany.
Aa. Armenia.
Am. Asylum.
As. Athens.
Bn. Burlington.
Cn. Canton.
Ca. Columbia.
Dl. Durell.
Fn. Franklin.
Ge. Granville.
H. Herrick.
L. R. Le Roy.
Ld. Litchfield.
Mr. Monroe.
Ol. Orwell.
Pe. Pike.
Rg. Ridgebury.
Re. Rome.
Sn. Sheshequin.
S. Smithfield.
S. C. South Creek.
Sd. Springfield.
S. H. Springhill.
S. S. Standing Stone.
T. Towanda.
Ty. Troy.
U. Ulster.
Wn. Warren.
Ws. Wells.
Wm. Windham.
W. Wysox.

BUCKS.

Br. Bedminster.
Bm. Bensalem.
B. Bristol (S.)
B. Buckingham.
Doyleston.
D. Durham.
Fs. Falls.
Hk. Haycock.
H. Hillstown.
L. M. Lwr. Makefield.
M. Middletown.
Md. Milford.
N. B. New Britain.
N. Newtown.
Nn. Nockamixon.
Nor. Northampton.
Pd. Plumstead.
R. Richland.
Rl. Rockhill.
Sy. Solebury.
Sn. Southampton.
Sd. Springfield.
Tm. Tinicum.
U. M. Upr. Makefield.
Wr. Warminster.
Wn. Warrington.
Wk. Warwick.
W. Wrightstown.

BUTLER.

Bo. Buffalo.
Br. Butler.
Ce. Centre.
Cy. Cherry.
Cd. Clearfield.
C. Cranberry.
Dl. Donegal.
E. C. East Connequenessing.
Fw. Fairview.
Fn. Franklin.
Mr. Mercer.
Mx. Middlesex.
M. C. Muddy Creek.
N. B. North Butler.
Pr. Parker.
S. R. Slippery Rock.
Vo. Venango.
Wn. Washington.
W. C. West Connequenessing.

CAMBRIA.

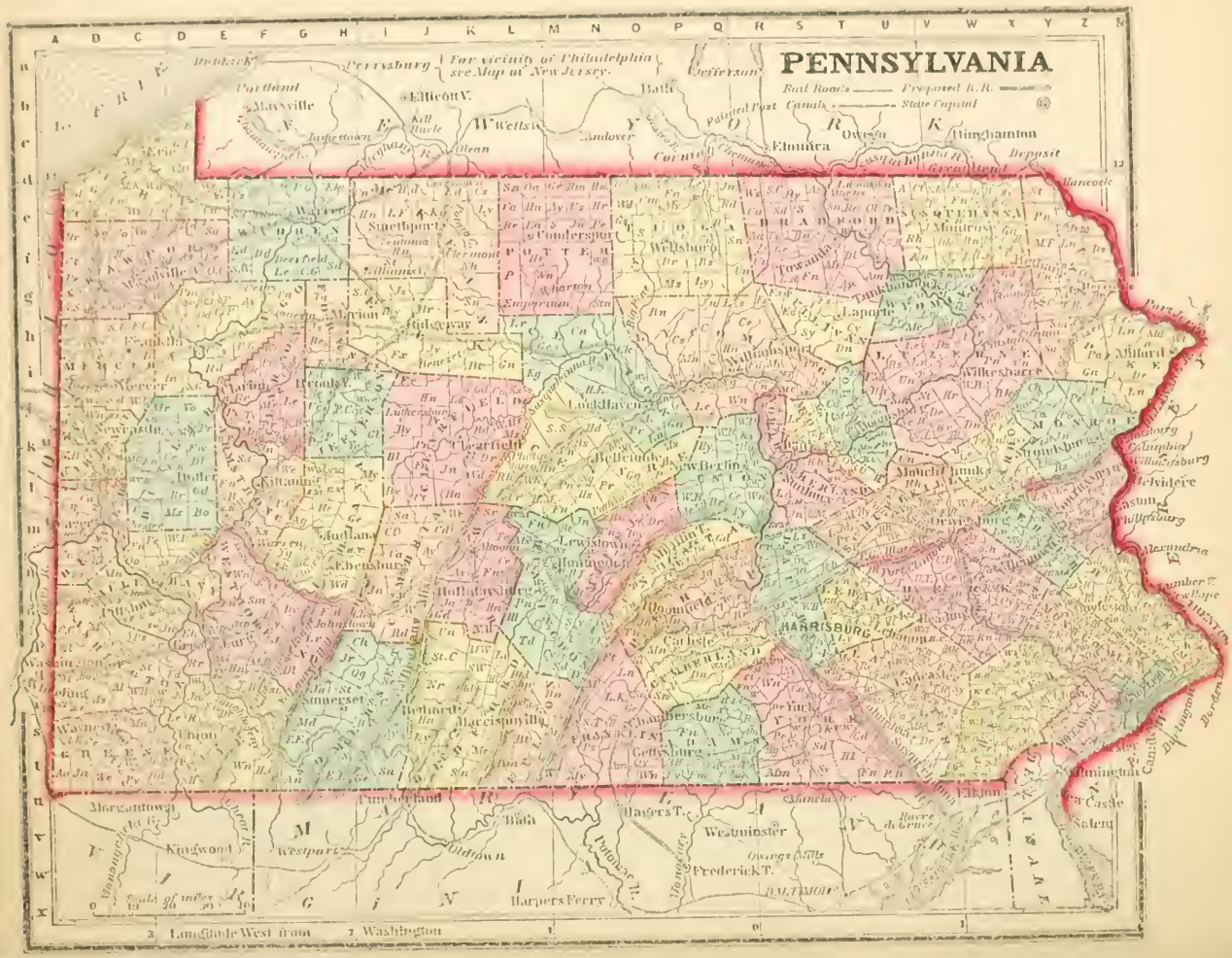
Ay. Alleghany.
Ca. Cambria.
Cl. Carroll.
Cd. Clearfield.
Ch. Conemaugh.
Ebensburgh.
Jn. Jackson.
Rd. Richland.
S. H. Summer Hill.
Sa. Susquehanna.
W. Washington.
We. White.

CARBON.

B. Banks.
E. P. East Penn.
Le. Lausanne.
L. T. Lower Towamensing.
M. Mahoning.
M. C. Mauch Chunk.
P. F. Penn Forest.
U. T. Up. Towamensing.

CENTRE.

Bellefonte.
Bs. Boggs.
Fn. Ferguson.
Gg. Gregg.
H. Haines.
H. M. Half Moon.
Hs. Harris.
Hd. Howard.
Hs. Huston.
Ly. Liberty.
Mn. Marion.
Ms. Miles.


PENNSYLVANIA
Rail Roads
Proposed R.R.
Canals
State Capital
For vicinity of Philadelphia see Map of New Jersey.
Perrysburg
Portland
Mayville
Ellicott V.
Jamestown
Olean
Andover
Bath
Jefferson
Painted Post
Elmira
Owego
Binghamton
Deposit
Hancock
Erie
Warren
Smethport
Condersport
Wellsboro
Towanda
Montrose
Tunkhannock
Laporte
Williamsport
Wilkesbarre
Milford
Mercer
Franklin
Marion
Ridgeway
Brook V.
Clarion
Newcastle
Butler
Kittanning
Clearfield
Lockhaven
Bellefonte
New Berlin
Mauch Chunk
Strondsburg
Columbia
Williamsburg
Belvidere
Easton
Phillipsburg
Alexandria
Orwigsburg
Lewistown
Huntingdon
Hollidaysburg
Ebensburg
Indiana
Johnstown
Pittsburg
Washington
Wheeling
Waynesburg
Union
Somerset
Bedford
Harrisburg
Carlisle
Chambersburg
Gettysburg
York
Lancaster
Elkton
Wilmington
New Castle
Salem
Morgantown
Kingwood
Cumberland
Westport
Oldtown
Bath
Hagers T.
Westminster
Frederick T.
Harpers Ferry
Manchester
Havre de Grace
Owings Mills
Scale of miles
Longitude West from Washington

P Penn.
Pa. Patton.
Pr. Potter.
Rh. Rush.
S. S. Snowshoe.
Sg. Spring.
Tr. Taylor.
U Union.
Wr. Walker.
Wh. Worth.

CHESTER.

B. Birmingham.
Ch. Charlestown.
E. Bd. East Bradford.
E. Bw. East Brandywine.
C. East Caln
E. East Coventry.
E. F. E. Fallowfield.
E. M. East Marlboro'.
E. N. East Nantmeal.
E. No. East Nottingham.
En. Easttown.
E. V. East Vincent.
E. W. E. Whiteland.
G. East Goshen.
H. B. Honey Brook.
Kt. Kennett.
L. B. L. Britain.
Ly. Londonderry.
L. G. London Grove
L. O. Lower Oxford
N. G. New Garden.
Nn. Newlin.
N. L. New London.
N. North Coventry
P. Penn.
Py. Pennsbury.
P. East Pikeland.
Sy. Sadsbury.
Sh. Schuylkill.
S. South Coventry
T. Thornbury.
Tn. Tredyffrin.
U. O. Upper Oxford
U. Uwchland.
Wk. Warwick.
W. Bd. W. Bradford
W. W. Brandywine
W. C. West Caln.
West Chester.
W. F. W. Fallowfield.
W. G. West Goshen.
W. M. W. Marlboro'.
W. N. W. Nantmeal.
W. No. W. Nottingham.
W. P. W. Pikeland
W. T. West Town.
W. V. West Vincent.
W. W. West Whiteland.
Wn. Willistown.

CLARION.

Br. Beaver.
C. Clarion.
Ek. Elk.
Fn. Farmington.
Le. Limestone.
Ma. Madison.
Mc. Monroe.
Pt. Paint.
Py. Perry.
P. Pine.
Pr. Porter.
R. B. Red Bank.
R. Richland.
Ty. Toby.
Wn. Washington.

CLEARFIELD.

Ba. Becaria.
Bl. Bell.
B. Boggs.
Bd. Bradford.
By. Brady.
Be. Burnside.
Ct. Chest.
Clearfield.
Cn. Covington.
Dr. Decatur.
Fn. Ferguson.
Fx. Fox.
Gd. Girard.
G. Goshen.
Hn. Houston.
Jn. Jordan.
Ks. Karthaus.
Le. Lawrence.
Ms. Morris.
Pn. Penn.
Pc. Pike.
Wd. Woodward.

CLINTON.

A. Allison.
Cn. Chapman.
Ck. Colebrook.
C. Crawford.
D. Dunstable.
Gn. Green.
Gr. Grove.
H. E. Half Eagle.
Kg. Kating.
L. Lamar.
Lock Haven.
Ln. Logan.
Lr. Lumber.
P. C. Pine Creek.
Pr. Porter.
W. Wayne.
Wy. Woodbury.

COLUMBIA.

B. Beaver.
B. Bloom.
B. C. Brier Creek.
C. Catawissa.
C. Centre.
F. C. Fishing Creek.
Gd. Greenwood.
Hk. Hemlock.
Ja. Jackson.
Mn. Main.
Mi. Mifflin.
Mo. Montour.
M. Mount Pleasant
O. Orange.
R. C. Roaring Creek.
S. L. Sugar Loaf.

CRAWFORD.

As. Athens.
Br. Beaver.
Bd. Bloomfield.
Ct. Conneaut.
Co. Cussawago.
E. F. E. Fallowfield.
F. Fairfield.
Gd. Greenwood.
H. Hayfield.
Meadville.
M. Mead.
N. N. Chenango.
O. C. Oil Creek.
Pc. Pine.
Rn. Randolph.
Rd. Richmond.
R. Rockdale.
Re. Rome.
S. Sadsbury.
S. C. S. Chenango.
Sa. Sparta.
Sg. Spring.
Sh. Summerhill.
St. Summit.
Tg. Troy.
Vo. Venango.
V. Vernon.
We. Wayne.
W. W. Fallowfield.
Wk. Woodcock.

CUMBERLAND.

An. Allen.
B. S. Big Spring.
Carlisle.
Dn. Dickinson.
P. East Pennsborough.
F. Frankford.
H. Hampden.
Hl. Hopewell.
Mn. Mifflin.
Mc. Monroe.
N. Newton.
N. M. N. Middleton.
Po. Pennsboro.
S. S. Silver Spring.
Sn. Southampton.
S. M. S. Middleton.

DAUPHIN.

Dy. Derry.
Hr. Halifax.
Harrisburgh.
Ja. Jackson.
Jf. Jefferson.
L. Londonderry.
L. S. Lower Swatara.
Ls. Lykens.
M. Matamoras.
M. P. Middle Paxton
M. Mifflin.
Pn. Lower Paxton
R. Reed.
Rh. Rush.
S. Susquehanna.
U. P. Upper Paxton
U. S. Upper Swatara
W. Washington.
W. H. W. Hanover.
Wo. Wiconisco.

DELAWARE.

A. Aston.
Bl. Bethel.
Bm. Birmingham.
Cr. Chester.
Cd. Concord.
D. Darby.
Et. Edgemont.
Hd. Haverford.
L. C. Lr. Chichester
Mc. Maple.
Mn. Middleton.
L. P. Lr. Providence.
Nn. Newtown.
Rr. Radnor.
Ry. Ridley.
Sd. Springfield.
Tm. Tinicum.
Ty. Thornbury.
U. C. Ur. Chichester
U. D. Upper Darby.
U. P. U. Providence.

ELK.

Bt. Benezett.
Bz. Benzinger.
Fx. Fox.
Gn. Gibson.
Jy. Jay.
Js. Jones.
Ridgeway.
S. C. Spring Creek.

ERIE.

Ay. Amity.
Cd. Concord.
Ct. Conneaut.
L. C. Elk Creek.
Erie.
F. Fairview.
Fn. Franklin.
G. Girard.
Gr. Green.
Gd. Greenfield.
H. C. Harbor Creek.
L. B. Le Boeuf.
M. K. McKean.
M. C. Mill Creek.
N. E. North East.
Sl. Springfield.
U. Union.
Vn. Venango.
Wn. Washington.
Wd. Waterford.
We. Wayne.

FAYETTE.

B. Bullskin.
Dr. Dunbar.
Fn. Franklin.
Gs. George.
Gn. German.
H. C. Henry Clay.
Jn. Jefferson.
Lz. Luzerne.
Mn. Menallen.
N. Nicholson.
Py. Perry.
R. Redstone.
S. L. Salt Lick.
S. H. Spring Hill
T. Tyrone.
Un. Union.
Wn. Washington.
Wh. Wharton (S)
Y. Youghiogheny

FRANKLIN.

Am. Antrim
Chambersburgh
Ft. Fannett.
Gn. Greene.
Gd. Guilford.
H. Hamilton.
L. K. Letterkenny.
Ln. Lurgan.
M. Metal.
My. Montgomery.
Ps. Peters.
Qy. Quincy.
S. T. St. Thomas.
S. Southampton.
W. Warren.
Wn. Washington.

FULTON.

Ay. Ayr.
Bl. Belfast.
Bn. Bethel.
Bd. Tp. Broad Top
Dn. Dublin.
E. P. E. Providence.
Lg. Licking.

GREENE.

Ab. Aleppo.

Ce. Centre.
Cd. Cumberland.
Dd. Dankard.
F. Franklin.
G. Greene.
Ja. Jackson.
J. Jefferson
M. Monongahela.
Ma. Morgan.
M. Morris (N.)
Py. Perry.
R. H. Rich Hill.
Wn. Washington.
We. Wayne.
Wy. Whiteley.

HUNTINGDON.

Br. Barre.
B. Brady.
Cs. Cass.
Cy. Clay.
Cl. Cromwell.
D. Dublin.
Fn. Franklin.
H. Henderson.
Hl. Hopewell.
Huntingdon.
Jn. Jackson.
Ms. Morris.
Pn. Penn.
Pr. Porter.
Sy. Shirley.
Sd. Springfield.
T. Tell.
Td. Todd.
Un. Union.
Wr. Walker.
W. M. Warrior's Mark
Wt. West.

INDIANA.

Ag. Armstrong.
B. L. Blacklick.
B. V. Brush Valley.
Ce. Centre.
Ch. Conemaugh.
E. M. East Mahoning.
Ge. Greene.
Indiana.
My. Montgomery.
N. M. N. Mahoning.
Re. Rain.
S. Saltsburg.
S. M. South Mahoning
W. M. West Mahoning
Wd. Wheatfield.
W. White.
Yg. Young.

JEFFERSON.

Brookville.
Cr. Clover.
Ed. Eldred.
Gl. Gaskill.
P. Perry.
P. C. Pine Creek.
Pr. Porter.
Yg. Young.
Re. Rose.
S. Snyder.
W. Warsaw.
Wn Washington.
Ww. Winslow.

JUNIATA.

B. Beall.
De. Delaware.
Fe. Fayette.
F. Fermanagh.
Gd. Greenwood.
Lk. Lack.
Milllintown.
M. Milford.
Tt. Turbett.
Ta. Tuscarora.
Wr. Walker.

LANCASTER.

Bainbridge.
Bt. Bart.
Bk. Brecknock.
Cn. Caernarvon.
Co. Coleraine.
Ca. Columbia.
C. Conoy.
De. Drumore.
E. E. East Earl.
E. C. East Cocalico.
E. D. East Donegal.
E. H. East Hempfield
E. East Lampeter.
E. S. East Strasburg.
Eh. Elizabeth.
Ep. Ephrata.
Fn. Fulton.
L. Lancaster.
L. B. Little Britain.
Lk. Lower Leacock.
M. Manheim.
Mr. Manor.
Mk. Mastick.
My. Mount Joy.
P. Penn.
Re. Raphoe.
S. Sadsbury.
Sy. Salisbury.
Sg. Strasburg.
Ca. Conestoga (S.)
U. L. Upper Leacock
We. Warwick.
Washington.
W. C. West Cocalico.
W. D. West Donegal.
W. E. West Earl.
W. West Hempfield
W. L. W. Lampeter.

LAWRENCE.

B. B. Big Beaver.
L. Little Beaver.
M. Mahoning.
N. Neshannock.
New Castle.
N. B North Beaver.
N. S. North Slippery Rock.
Py. Perry.
P. Pulaski.
S. Shenango.
S. S. S. Slippery Rock.
W. Wayne.
Wn. Wilmington.

LEBANON.

Bl. Bethel.
E. H. East Hanover.
H. Heidelburg.
Jn. Jackson.
Lebanon.
Ly. Londonderry.
M. Mill Creek.
N. A. North Anville.
N. L. North Lebanon.
S. A. S. Anville.
S. Swatara.
S. L. South Lebanon.
Un. Union.

LEHIGH.

Allentown.
H. Heidelburg.
L. M. Lwr. Macungie.
L. Low Hill.
Ln. Lynn.
N. W. N. Whitehall.
S. Salisburgh.
S. H. South Hanover.
U. M. Up. Macungie.
U. Md. Up'r Milford.
U. S. Upper Saucon.
Wg. Weisenburg.
W. Whitehall.

LUZERNE.

An. Abingdon.
Bn. Benton.
By. Blakeley.
Bk. Buck.
Br. Butler.
Ce. Carbondale.
Cn. Covington.
Ds. Dallas.
Dn. Denison.
Dc. Dorrance.
Er. Exeter.
F. M. Fair Mount.
F. Franklin.
Gd. Greenfield.
Hr. Hanover.
Hl. Hazle.
H. Hollenbach.
Hn. Huntingdon.
J. Jackson.
K. Kingston.
L. Lackawana.
Le. Lake,
Ln. Lehman.
Nc. Nescopeck.
Nt. Newport.
Nn. Newton.
P Pell.
Pn. Pittston.
P. Plymouth.
Pe. Providence.
Rs. Ross.
Sm. Salem.
St. Scott.
S L. Sugarloaf.
Un. Union.
W. B. Wilkesbarre.

LYCOMING.

Ay. Anthony.
Ag. Armstrong.
Bn. Brown.
Ce. Cascade.
Cn. Clinton.
C. Coganhouse.
Cs. Cummings.
Fd. Fairfield.
Fn. Franklin.
Hn. Hepburn.
Jn. Jackson.
Ls. Lewis.
Le. Limestone.
L. Loyalsock.
Lg. Lycoming.
Mn. Mifflin.
Md. Moreland.
My. Muncy.
N. N. Nippenose.
Pn. Penn.
P. C. Plunket Creek.
P. Porter.
S. Shrewsbury.
Sa. Susquehanna.
Wn. Washington.
W. Watson.
Williamsport.
Wf. Wolf.

MCKEAN.

Bd. Bradford.
Cs. Ceres.
Cn. Corydon.
Ed. Eldred.
Hn. Hamilton.
Hn. Hamilin.
Kg. Keating.
L. F. Lafayette.
Ly. Liberty.
Nh. Norwich.
Sn. Shippen.
St. Sergeant.

MERCER.

C. S. Cool Spring.
De. Delaware.
L. Lackawannock.
F. C. French Creek.
Ge. Greene.
Hy. Hickory.
Mercer.
Pg. Pymatuning.
Sm. Salem.
Sc. Sandy Creek
S. L. Sandy Lake.
Sn. Sharon.
Sd. Springfield.
W. S. West Salem.
Wn. Wilmington.
W. C. Wolf Creek.

MIFFLIN.

Ah. Armagh.
Bn. Brown.
Dr. Decatur.
Dy. Derry.
Ge. Granville.
Lewistown.
Mo. Menno.
Or. Oliver.
Un. Union.
We. Wayne.

MONROE.

C. H. Chestnut Hill.
Ch. Coolboughs.
Hn. Hamilton.
Ja. Jackson.
M. S. Mid. Smithfield.
Pr. Paradise.
Po. Pocono.
Pk. Polk.
P. Price.
Rs. Ross.
Sd. Smithfield.
Stroudsburg.
Sd. Stroud.
Tt. Tobyhanna.

MONTGOMERY.

An. Abington.
C. Cheltenham.
Ds. Douglass.
Fa. Franconia
Fk. Frederick.
Gd. Groynedd.
Hd. Hatfield.
Hm. Horsham.
Lk. Limerick.
L. M. Lower Merion.
Pe. Lr. Providence.
Ld. Lower Salford.
Mo. Marlboro.
Md. Moreland.
Nr. New Hanover.
Norristown.
Pk. Perkiomen.
Ph. Plymouth.
Pe. Pottsgrove.
Sd. Springfield.
Tg. Towamensing.
Ur. Upper Hanover
Un. Up. Dublin (N)

For example: in 1854, the Reading R. R. transported 1,989,854 tons of coal and 328,392 tons of other freight; in the same year, the Schuylkill Canal transported 907,354 tons of coal and 311,144 tons of other freight.

The coasting, lake, and river trade is of corresponding extent. The value of the merchandise arriving at and departing from Pittsburg by the Ohio River is estimated to average $20,000,000 annually. At Erie, the value of exports and imports in 1851, was $4,206,483. The coasting trade of Philadelphia is annually increasing. Of this, the largest branch is the exportation of coal, which engages about one-third of the tonnage entering at that port. The actual shipment of coal in 1854, from Philadelphia, was 1,982,812 tons, consisting of 1,411,731 from Port Richmond, and 571,081 from the Schuylkill wharves; and about 470,000 tons remained in Philadelphia for home consumption.

The direct foreign commerce of Pennsylvania at this period bears a less proportion to that of the entire country than formerly. For several years the annual amount of the imports from foreign countries has been from two to three times greater than the amount of exports. In the fiscal year 1854, the total exports were $10,104,416, and the imports $21,359,306.

In respect to its tonnage, Pennsylvania ranks as the fourth State in the Union, and about three-fourths of this is owned in the district of Philadelphia. The total amount of tonnage owned in this State, in 1855, was 397,767 tons, of which in district of Philadelphia, 294,806; do. Pittsburg, 93,691; do. Erie, (Presque Isle) 9,270. Of the tonnage employed in steam navigation in 1855, 81,196 tons were enrolled or licensed at Pittsburg, and 26,252 at Philadelphia.

This State also ranks as the fourth in regard to the building of vessels; amount of tonnage built in 1855, 44,415½, or about one-thirteenth of all built in the Union. Pittsburg is particularly noted for the building of steamboats, and for many years past, there have been about 50 passenger steamboats built at that place during each year, at a cost of about $1,500,000, besides many freight and towboats.

The reported condition of the banks in Pennsylvania shows that there is a less proportion of the wealth of the people invested in these institutions than is usual in other old and wealthy States. According to the return of Jan., 1856, there are 64 banks, with a capital of $19,864,825 (the same as in Jan., 1855), and their deposits at that date were $23,793,336, against $21,076,464 in Jan., 1855.

Pennsylvania contains two great cities, five cities with population of from 10,000 to 20,000, many large and flourishing boroughs, and a large number of populous towns or townships. Philadelphia was formerly the first city in America, in point of population, and is now the second. In 1854, the city proper was consolidated with its immediate suburbs within the County of Philadelphia, and thus the boundaries of the city are now co-extensive with those of the county. The following statement exhibits the population of Philadelphia City and County from 1830 to 1850:

Philadelphia.	In 1830.	In 1840.	In 1850.
City Proper	93,665	93,665	121,376
Rest of County	73,660	164,372	287,386
Aggregate	167,325,	258,037	408,762

Pittsburg and its suburbs were reported in Jan., 1853, according to a local census of that date, to contain 110,241, inhabitants. The progress of

that city during 1830–50 and of its large suburbs is thus stated:

Pittsburg	12,568	21,115	46,601
Alleghany City	2,801	10,089	21,261
Birmingham	——	1,554	3,742
Aggregate	15,369	32,758	71,604

The next statement exhibits the population of the other cities at the corresponding periods:

Reading	5,856	8,410	15,743
Lancaster	7,704	8,417	12,369
Harrisburg	——	5,980	7,834

Population of the principal boroughs in 1850: Pottsville, 7,515; Easton, 7,250; York, 6,863; Norristown, 6,024; Erie, 5,858; Carbondale, 4,945; Carlisle, 4,581; Columbia, 4,140.

Harrisburg has an excellent situation on the east bank of the Susquehanna, 106 m. W. from Philadelphia. It was founded in 1785, and made Capital of the State in 1812. The Capitol and other government buildings are located on an eminence in the north part of the city; and these are built of brick in handsome style.

Philadelphia occupies the neck of land between the Delaware and Schuylkill Rivers; but its densely inhabited portion is about 6 m. above their confluence. Latitude of High School Observatory, 39° 57′ 9″ N.; longitude 75° 10′ 37″ W. The site of the city is generally level, but rises to the north, where it becomes uneven and hilly. Its plan, especially in the old part, is as regular as possible, all the principal streets crossing at right angles, and this plan prevails, with some variations, throughout the more recently-settled suburbs. There are five public squares or parks within the city, each containing from 5 to 7 acres, neatly enclosed, beautifully laid out, and planted with a great variety of trees. The Delaware is the larger of the bordering rivers, and it is near or towards that side of the city that the greater part of the business quarter is located. The main focus of the mercantile business is at the Merchants' Exchange, which is situated at the intersection of Walnut, Third, and Dock streets. The fashionable quarter is south of Market St., and west of Seventh St., and this region, especially Walnut St., is filled with elegant and costly residences, which are indicative of wealth and refinement. Many of the public buildings are remarkable for their beautiful architecture. Most of these are constructed of white marble, and this material is also extensively used for banks, stores, churches, etc., and in the fronts of houses Freestone has been used to a considerable extent within a few years in the construction of splendid buildings; as in the Girard House, Catholic Cathedral, St. Mark's Church, and several banks, houses, etc. The most interesting edifice is the State House, erected in 1729–34, containing Independence Hall, where Congress adopted the Declaration of Independence; it is a brick building of venerable aspect, plain exterior, and solid construction. Long may it stand! The Custom House, formerly the United States Bank, cost about $500,000; it is built on a raised platform, 161 ft. long, by 87 wide, in the Doric order of architecture, after the model of the Parthenon, and its principal fronts have 8 fluted columns, 27 ft. high and 4½ in diameter. The edifice of the United States Mint cost about $200,000; it has a front of 120 ft., in the centre of which is a grand portico, 62 ft. long, supported by 6 Ionic columns. The Merchants' Exchange, Pennsylvania Bank, and Girard Bank, are elegant and very costly structures, and there are many other buildings noteworthy for their architecture. There

are four regular theatres, besides other establishments devoted to public entertainments. The Musical Fund Hall, which seats 2,500 persons, is one of the best concert rooms in America. The first-class hotels have long been celebrated for the excellence of fare, and generally more attention is given to internal comfort than to external display in these establishments; but those recently erected will compare with any in the Union in the splendor of their appointments. Many of the warehouses, stores, etc., are remarkable for their size and ornamental fronts, a large proportion of which are of marble, sandstone, iron, and granite, in different styles of architecture. The number of places of worship is about 285, and the majority of these are of plain and neat construction. The largest and most costly is the Catholic Cathedral, built of red sandstone, in the form of a cross; its principal front has 4 Corinthian columns, 60 ft. high, and 6 ft. in diameter; with a tower at each angle 110 ft. high, the whole to be crowned with a dome 210 ft. from the ground. St. Mark's Church (Episcopal) is built of a light red sandstone, 150 ft. long by 91 wide, with lofty stone tower and steeple of exquisite proportions. Benevolent and charitable institutions are very numerous, and probably no city in the world exceeds Philadelphia in this respect. Educational, literary, and scientific institutions are exceedingly numerous. In the promotion of medical science Philadelphia is the first city in America, and its various medical schools are yearly attended by about 1,450 students. Several of the libraries are very extensive, as the Philadelphia (and Loganian) Library with 65,000 vols.; Amer. Philos. Society, 20,000; Mercantile, 15,000; Athenæum, 12,500; Apprentices, 15,000; Historical, 2,000; which, with others, make an aggregate of over 240,000 volumes. The public schools are generally of high character; they are graded, and conducted on an uniform plan. The Girard College is an asylum and school for orphans, who are admitted between the ages of 6 and 10, and supported until between the ages of 14 and 18, when they are bound out to some useful occupation. There are about 300 pupils, and 250 of these are from the city, while the remaining 50 are from other parts of the State. The entire establishment cost $1,933,821 78, and was erected under the direction of the city authorities, at the expense of the funds bequeathed by Stephen Girard. The principal building is the most costly in the Union, except the U. S. Capitol at Washington. The old city proper and districts south of it are supplied with water from the Schuylkill River, by immense works at Fairmount; the northern districts of Spring Garden and Northern Liberties, by works from the same river, about a mile above the former; and the district of Kensington by works on the Delaware River. The manufacturing statistics of Philadelphia, according to the census of 1850, were: capital invested, $33,737,911; persons employed, 43,296 male, and 15,803 female—59,099; annual product, $64,114,112; and no particular statements are given. It is, however, well known that every branch of manufactures is prosecuted to some extent. Coal is obtained at so cheap a rate, that steam can be applied as a motive power at a very little cost, and this is very generally used. Probably the most important manufactures are those of machinery, locomotives, hardware, jewelry, cordage, and refined sugar, and in the branches connected with printing. The trade of the city is steadily increasing. Many of the suburban villages, without the limits of the county, are large and flourishing, and

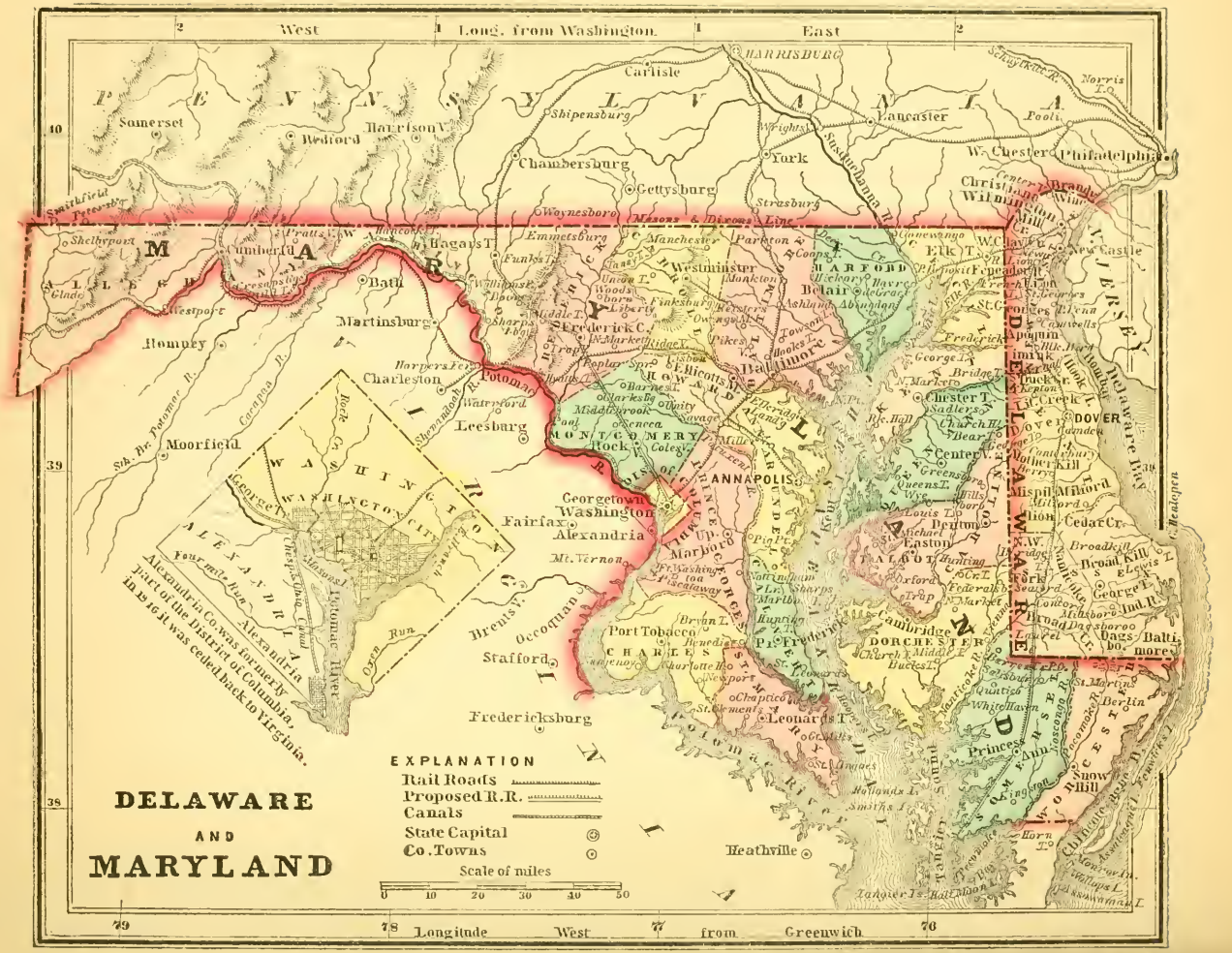
contain extensive factories that are owned in the city. On the Delaware River, about 1½ m. S. E. of the State House, is the U. S. Navy-Yard, occupying an area of 12 acres, and containing very large ship-houses, in which some of the finest vessels in the navy have been built; among others, the "Pennsylvania," the largest man-of-war, mounting 120 guns. At this yard is a sectional floating dock that cost $813,742. Nearly opposite, on the Schuylkill River, is the U. S. Naval Asylum, a large establishment, built of white marble, surrounded by beautiful grounds, having an area of 25 acres; it contains about 150 pensioners.

Pittsburg is situated at the confluence of the Alleghany and Monongahela Rivers, which here form the Ohio, 353 m. W. from Philadelphia by railroad, and 303 N. E. from Cincinnati. It occupies the triangular plain enclosed by these rivers, and several elevations which terminate the plain on the east. This area, however, has not been sufficient for the rapidly-increasing population, and several large and flourishing suburbs have been formed on the opposite shores. The main plan of the city is regular; along both rivers the streets cross at right angles. The buildings throughout the city are mainly of brick, many of the private houses are very elegant, and some of the public edifices are deserving of remark. The Court House is a massive stone structure that cost $200,000; it is 165 ft. long by 100 deep, with ornamental portico, and dome 148 ft. from the ground. The Custom House is a large building of freestone that cost $115,000, and contains the post office. The Monongahela House is a mammoth hotel, six stories high, and covering one square. The chief place of amusement is the Pittsburg Theatre, which has a very handsome front. Several of the churches are notable for their cost and architecture. The manufactures of Pittsburg are already of vast extent, and there is no apparent limit to their increase. The entire vicinity abounds with coal, iron, limestone, wood, etc., and is very rich in agricultural resources. Coal is easily mined in the hills, directly adjoining and opposite the city, and is sent down at very little cost. The most extensive manufactories are the iron foundries and iron works, and these are so numerous that Pittsburg has been called the "Birmingham of America." There are three bridges on piers, and one wire suspension bridge, extending between Pittsburg and its chief suburb, Alleghany City. The latter contains the State's Western Penitentiary, and the Presb. Western Theol. Seminary, established in 1828.

Reading is on the Schuylkill River, 58 miles N. W. from Philadelphia. It is compactly built, contains numerous steam factories, foundries, etc., and carries on an active trade. The machine shops of the railroad company alone employ several hundred men.

Lancaster is by railroad 68 m. W. from Philadelphia, and is surrounded by the most populous and wealthy agricultural district of the State. It was the seat of the State Government from 1799 to 1812. Within a recent period its business has been much increased and its appearance greatly improved. It is the seat of Franklin and Marshall College, organized in 1853 on the basis of Franklin College, which was founded in this place in 1787.

Pottsville is 93 m. N. W. of Philadelphia on the Schuylkill River, just above its passage through Sharp Mtn. It is noted for its picturesque situation, its rapid growth, and its immense trade in coal. The coal is conveyed to this place from the numerous mines in this vicinity by


2 West 1 Long. from Washington. 1 East 2
PENNSYLVANIA
Somerset
Bedford
Harrison
Carlisle
Shipensburg
Chambersburg
Gettysburg
HARRISBURG
Lancaster
York
W. Chester
Philadelphia
Wilmington
Cumberland
Hagars T.
Bath
Martinsburg
Hommy
Charleston
Potomac R.
Shenandoah R.
Harpers Ferry
Leesburg
Frederick C.
Westminster
Manchester
Emmetsburg
Waynesboro
Strasburg
Susquehanna R.
Delaware R.
New Castle
Dover
Milford
Cedar Cr.
Georgetown
Washington
Fairfax
Alexandria
Mt. Vernon
Occoquan R.
Brents P.
Stafford
Fredericksburg
Port Tobacco
Leonards T
ANNAPOLIS
Baltimore
Easton
Cambridge
Princess Ann
Snow Hill
Berlin
Heathville
Moorfield
Rock Creek
Georgetown
Alexandria
Four-mile-Run
Alexandria Co. was formerly part of the District of Columbia, in 1846 it was ceded back to Virginia.
EXPLANATION
Rail Roads
Proposed R.R.
Canals
State Capital
Co. Towns
Scale of miles
0 10 20 30 40 50
DELAWARE
AND
MARYLAND
39
38
79 78 Longitude West 77 from Greenwich 76

branch railroads—the greater part of it is sent to market by railroad, and the other part by the Schuylkill Navigation. The town is well built and chiefly of brick.

Easton is on the Delaware River, 50 m. N. of Philadelphia and 75 m. W. of New York. The Delaware here receives Lehigh River and Bushkill Creek, which afford much water-power. The Delaware, Lehigh, and Morris Canals here unite, by which, with the railroad connections, there are ample facilities for trade. Lafayette College, founded in 1832, is the principal ornament of the town.

York, 26 m. S. S. E. of Harrisburg, is a wealthy borough, surrounded by a populous and highly cultivated farming region; it is neatly built, and contains many elegant houses and public buildings.

STATE OF DELAWARE.

Delaware is the least of the States in area, except Rhode Island; is least in population, except Florida; and is the least in wealth. Its territory is 92 m. long, from 10 to 36 miles. wide, and contains 2,120 sq. miles. Its north part has an undulating surface, good soil, and attractive appearance; the south part is low and level, with light soil. The total population in 1790 was 59,096; in 1820 it was 72,749; and in 1850, 91,532, showing less increase than any State during 1790–1850. The colored population in 1850 was 20,263, (of which the slaves were 2,290,) and from 1790 to 1850 this class amounted to between one-fifth and one-fourth of the total population. The chief crop is corn, (in 1850, 3,145,542 bush.) and more of this is produced than of all other food crops. The manufactures are chiefly in the north part; in 1850 there were 531, with aggregate capital of $2,978,945. The Chesapeake and Delaware Canal is 13½ m. long. The railroad from Philadelphia to Baltimore passes through the north part of the State, and besides this there are short lines from Newcastle to Wilmington and Frenchtown, Md. The tonnage of the State is mainly in the coasting trade, and in 1855 it amounted to 18,555 tons; but the foreign commerce is of no account. The Delaware Bay, forming the Eastern boundary of the State, is about 65 miles long, and is 18 wide between the Capes May and Henlopen. As there are no safe natural harbors on its coast, an artificial one, called the Delaware Breakwater, has been built within Cape Henlopen by the United States Government; it consists of a stone dyke, 3,600 ft. long, and another, 1,500 ft. long.

Dover is the capital of the State, and contains an elegant State House, with other buildings; pop. of the hundred in 1850, 4,207. Wilmington is the chief town; it is situated between Brandywine and Christiana Creeks, and presents a picturesque appearance; it has excellent facilities for manufacturing, and is noted for its flouring and gun-powder mills. Pop. in 1853, 16,153.

Newcastle situated on the Delaware River, 5 miles S. S. W. of Wilmington, contains an Arsenal, Court House, Jail, a public library, an Academy and a large steam engine and locomotive factory. Pop. of the hundred in 1850 1,202.

STATE OF MARYLAND.

Maryland has a very irregular outline; its length E. and W. varies from 100 to 230 m.; its breadth N. and S. from 10 to 175 m.; and its whole area is computed at 11,124 sq. m. Its surface is naturally divided into three distinct regions. The first comprises the east part of the State, and is divided by Chespeake Bay into unequal sections, called the Eastern Shore and Western Shore, which are much alike in their general features of low and level surface and sandy soil. The second extends between the head of tide-water and the mountainous district, and is characterized by hills of moderate elevation, and a belt of stratified rocks, from 20 to 30 m. wide. The third division consists of the mountainous district, which comprises the N. W. part of the State. Chesapeake Bay extends about 156 m. within the State, with main breadth of 15 m.; and is throughout navigable for large ships. Its branch bays are very numerous, and of various dimensions, though many of them are very spacious. The streams of the interior are numerous and of small size.

The total population of Maryland in 1790 was 319,728; in 1800 it was 341,548; in 1810, 380,546; in 1820, 407,350; in 1830, 447,040; in 1840, 470,019; and in 1850, 583,034. At the last date, the classes were—whites, 417,943, or 71 2-3 per cent.: free colored, 74,723, or 12 4-5 per cent.; and slaves, 90,368, or 15½ per cent. The relative proportion of the free colored has constantly increased from 1790, and that of the slaves as constantly decreased; but the proportion of these classes combined has not changed to any great extent; although it has slowly decreased since 1810. The increase of the resident white population between each census has been irregular: during 1840–50 it was much larger than during any previous decade, amounting to 31 1-3 per cent. The increase of the total population has been correspondingly irregular. Classification in 1850, as to nativity of the whites:—Born in the State, 326,040, or 78 per cent.; in other portions of the Union, 40,610, or 9 3-4 per cent.; in foreign countries, 51,011, or 12 1-5 per cent.; of unknown nativity, 282. Of the free colored, 98 1-6 per cent. were born in the State. Of the foreign-born, 27,124 were from Germany and Prussia; 19,557 from Ireland; 3,467 from England; 1,093 from Scotland; 507 from France, etc.

In agriculture, the chief product is corn: its crop in 1850 was 10,749,858 bush., while that of wheat was 4,494,680, and that of oats was 2,242,151. In the cultivation of tobacco, Maryland ranks as the second of the States in proportion to its population, and third in the absolute amount of product. The crop reported in 1840 was 24,816,012 lbs.; that in 1850 was 21,407,497, and at the latter census there were 1,726 plantations that raised each 3,000 lbs. and over.

In its annual product of manufactures Maryland is first of the Southern States, though the amount of its capital therein is reported as less than that of Virginia. The chief branch returned in 1850 was the cotton manufacture, which comprised 24 establishments, with $2,236,000 capital, and an annual product of $2,120,504. The tanneries, 116, had yearly product of $1,103,139. The production

of iron is very extensive: that of pig iron in 1850 was returned at $1,056,400; wrought iron, $771,431; and iron casting, $685,000. Woolen manufactures, $295,140.

The mineral wealth of this State is mainly in its rich deposits of iron ore and almost inexhaustible beds of coal. Both of these are mainly in the mountainous district. There are several quarries of excellent marble, and many of limestone and red sandstone. Valuable deposits of copper occur in Frederick and Carroll Counties.

The internal improvements within this State are highly creditable to the enterprise of the people. These were begun by the State government at an early period, and on a more extensive scale than the public interests demanded, and thus the public treasury has been burdened with a very heavy debt. The Chesapeake and Ohio Canal was commenced in 1828; before 1839 upwards of $7,000,000 had been expended upon it; but not until 1851 was it completed as far as Cumberland, 191 m. The Baltimore and Ohio Railroad was also commenced in 1828, and was one of the first railroads brought into use in the Union; it was completed in 1853 to Wheeling, 379 m., at a cost of about $18,000,000, a large proportion of which was expended in overcoming great natural obstructions. In January, 1856, the total length of the railroads within Maryland was 580 m.

The coasting trade of Baltimore and other Maryland seaports is of much importance, and though its condition is not accurately known, it is believed to exceed the interest in foreign commerce. The latter has much increased since 1850, especially in the amount of exports; in fiscal year 1855 the exports were $10,395,984, and the imports were $7,788,949. In its aggregate tonnage, Maryland ranks as first of the Southern States; total in 1855, 734,805 tons, of which 183,108 tons belonged to the district of Baltimore. In ship-building, Maryland holds the same rank. The steam-tonnage of Baltimore in 1855 was 16,340 tons.

The domestic fisheries are valuable, since Chesapeake Bay and its inlets abound with excellent fish, oysters, terrapins, etc.

Population of the chief cities and towns in 1850: Baltimore, 169,054; Cumberland, 6,073; Frederick, 6,028; Hagerstown, 3,879; Annapolis, 3,011.

Annapolis was made the capital of the State in 1689. It is situated on the west side of Severn River, 3 m. from Chesapeake Bay; it is regularly laid out, and has a very pleasant appearance from its public buildings and elegant dwellings. The most interesting edifice is the State House, in which Washington resigned his commission to the Continental Congress. This is the seat of St. John's College, founded in 1784, and of the United States Naval Academy, founded in 1845.

Baltimore has a larger population than any other city in the Southern States. It is built around an expanse or bay of Patapsco Inlet, about 13 m. from Chesapeake Bay, and its site includes several hills, which give it a picturesque appearance. The streets are regular and spacious, and the buildings chiefly of brick. The Court House is a handsome brick edifice that cost $150,000. The Exchange, occupied in part by the Custom House, Post Office, etc., is a very large building, surmounted by a great dome, and cost with its lot about $600,000. The Maryland Institute and two railroad depots, besides other buildings, are notable for their size and costliness. Of the churches, the most imposing edifice is the Catholic Cathedral, which is a massive granite

structure; but there are several others remarkable for their architecture. The chief scientific and literary institutions are the Medical Department of the University of Maryland, Washington Medical College, St. Mary's Theological Seminary, Athenæum, Baltimore Library, and Maryland Historical Society. There are several extensive hotels, unsurpassed in accommodations. The Washington Monument, 212½ ft. high, is constructed of white marble, and cost $200,000. Battle Monument, 52½ ft. high, commemorates those who fell in defending the city against the British, September 12th, 1814. This is a very important commercial city, resulting from its natural position and the advantages acquired by the railroads which connect it with the interior. The great staples of trade are flour and tobacco, and next to these are the articles of corn, oats, coal, leather, cotton, etc. The amount of manufacturing business corresponds to the wealth and population of the city; and the capital thus invested in 1850 was $6,511,922, or nearly one-half of the manufacturing capital of the State. Jones' Falls and Patapsco River afford great water-power, which is extensively employed in flouring mills; and there are over 60 of these mills within 20 m. of the city. The Winans' locomotive manufactory is one of the largest in the Union.

Cumberland, on the Potomac River, and by railroad 179 m. from Baltimore, is the business centre of the immense mining region of Alleghany County. From its centre several short railroads extend to the coal mines.

Frederick, 62 m. W. of Baltimore, is the second city in the State in point of wealth, is handsomely built, and contains flourishing manufactories.

Hagerstown, 88 m. W. of Baltimore, is a place of considerable trade. Havre de Grace, at the mouth of the Susquehanna River, 35 m. N. E. of Baltimore, is a flourishing village.

DISTRICT OF COLUMBIA.

The Constitution of the United States provided for a seat of the General Government, and that Congress might exercise exclusive legislation over such district. In 1790 Congress accepted the cessions made by Maryland and Virginia, and established the District of Columbia, locating it upon the banks of the Potomac River. The corner-stone of the Capitol was laid by General Washington on the 18th September, 1793. Congress began its first session in the District on the 17th November, 1800. In August, 1814, during the second war with Great Britain, some British forces burned the Capitol, President's House, and many other buildings. In 1828, the rebuilding of the Capitol was completed. In 1846, that portion of the District lying south of the Potomac was retroceded to Virginia.

The area of the District is 60 square miles. Its population in 1850 was 51,687, consisting of 40,001 in the City of Washington, 8,366 in the City of Georgetown, and 3,320 in the rest of the District. Population by classes—whites, 37,941; free colored, 10,059; slaves, 3,687.

The City of Washington is situated on the left bank of the Potomac River, between two small tributaries. Its site is diversified and in part

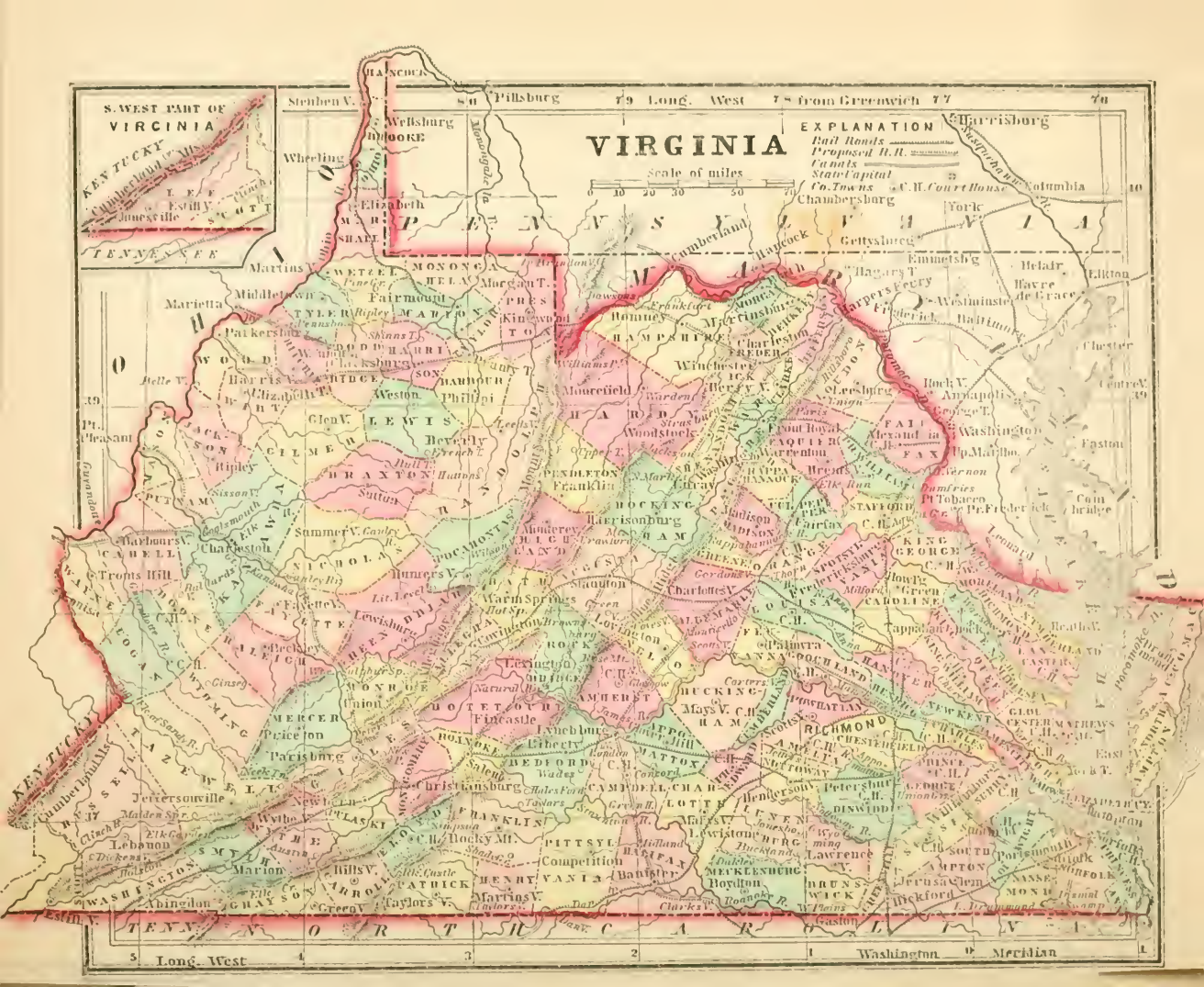
bordered by hills of moderate elevation. The streets run from north to south and from east to west, and are from 70 to 110 ft. wide. These are crossed diagonally by avenues, which are from 130 to 160 ft. wide, and are named from the 15 States existing when the city was laid out. Most of the national edifices are constructed of white marble in elegant and costly style. The Capitol, completed in 1828, cost $1,800,000, and is now being enlarged to more than double its original size, involving an outlay of three or four millions of dollars. There are many magnificent paintings and sculptures, illustrating the national history, in and about this grand edifice; and the surrounding grounds, comprising 30 acres, are handsomely laid out and ornamented. The building of the Department of the Interior, generally called the Patent Office, covers an entire square, and ranks next to the Capitol in extent and elegance. The Treasury Department occupies a noble structure, 340 feet long and 170 wide, and this is to be enlarged by wings; its entire front is an imposing colonnade, after the architecture of the temple of Minerva Polias at Athens. The General Post Office is a very large and beautiful edifice in the Corinthian order. The President's House, situated in the western part of the city, is built of freestone, painted white, 170 ft. front by 86 ft. deep. The National Observatory, situated on Camp Hill, about two miles from the Capitol, was founded in 1842, and with comparatively small means it has become one of the most celebrated institutions of the kind in the world. The Smithsonian Institution was established in 1846 on the bequest of James Smithson, of England, who gave to the U. S. Government, in trust, the amount of $515,169, "for the increase and diffusion of knowledge among men;" its edifice is 450 ft. long by 140 wide, built of red sandstone in the Norman Romanesque style, and embellished with lofty towers. The Washington Monument is a colossal structure, not yet completed; its design consists of a grand circular colonnaded building, 250 ft. in diameter, and 100 ft. high, from which rises a shaft 70 ft. square at the base and 500 ft. high making a total elevation of 600 ft. In Lafayette Square there is a bronze equestrian statue of Gen. Jackson, one-third larger than life. The U. S. Navy Yard, on the Eastern Branch of the Potomac, covers about 20 acres, and employs several hundred persons. The U. S. Hospital for the Insane has a large and very costly building with extensive grounds. The Congressional Cemetery contains the mortal remains of many members of Congress and of officers of the Army, Navy, and other Departments.

The City of Georgetown is beautifully situated on a range of hills. In former days it was a place of great commercial enterprise, but at present the business is limited and is chiefly in manufactures. The Georgetown College and the Academy of Visitation (both Roman Catholic) are celebrated institutions, and there are several other seminaries of high reputation.

STATE OF VIRGINIA.

Virginia is the largest of the States bordering the Atlantic Ocean. Compared with the other Southern States, it is the first in aggregate population and in aggregate wealth. Average length of the State, E. and W., 352 m.; breadth, 215 m.; area, 61,352 sq. m. There are four great natural divisions. The Tide-Water district, bordering the Atlantic Ocean and Chesapeake Bay, is generally level, its highest elevations being not more than 60 ft. above the tide-level. The Piedmont (foot of the mountain) district is a more elevated tract than the former and more varied in surface. The Valley district is crossed by the several ridges of the great Appalachian system of mountains, is distinguished by bold scenery and several grand natural works, and includes extensive valleys of fertile land. The Trans-Alleghany district, lying west of the mountains, is mostly hilly and broken, or occupied with outlying spurs of the mountains; it is a productive agricultural section, and rich in minerals. The belt of the mountain ridges is from 80 to 100 m. in width. The chief elevations are not so high as in New Hampshire or North Carolina; the highest is White Top, in Grayson County, about 6,000 ft. above sea-level; and next to this are the Peaks of Otter, between Bedford and Botetourt Counties, about 4,260 ft. The principal navigable rivers, besides the Potomac and Ohio, which border the State, are James, York, Rappahannock, and Great Kanawha; and there are other streams navigable for a considerable distance by small vessels. The sea-coast proper is of short extent, but this is compensated for by the great advantages of Chesapeake Bay and its inlets, which in receiving rivers from the interior are long bays. The Hampton Roads and Norfolk Harbor are exceedingly spacious and deep. There are many localities of great interest on account of their grand scenery and natural wonders. Mineral springs of great medicinal value are very numerous in the Valley district, and copious salt springs in Kanawha and adjoining counties. The White Sulphur Springs in Greenbrier County are among the most celebrated. Nine miles from these is Hawk's Nest, on New River, where there is a perpendicular cliff of 1,000 ft. above the stream. The Natural Bridge over Cedar Creek, in Rockbridge County, is a fissure about 90 ft. wide; the height of the under side of the arch above the water is 200 ft., and of the upper side 240. Wier's Cave, 17 m. N. E. of Staunton, extends about half a mile beneath the earth, and is arched with sparkling stalactites. There are other caves of similar character, though of less extent.

In respect to its total population, Virginia ranked as first of the United States until 1820; by census of 1850 it is the fourth. In 1790 the total of all classes amounted to 748,308; in 1800, 880,200; in 1810, 974,622; in 1820, 1,065,379; in 1830, 1,211,405; in 1840, 1,239,797; and in 1850, 1,421,661. The classes in 1850 were—whites, 894,800; free colored, 54,333; slaves, 472,528. At each census, from 1790 to 1810, the proportion of the whites was about the same, varying only from 56½ to 59 3-4 per cent., but in 1850 it had increased to nearly 63 per cent. The proportion of the free colored in 1850 was about


VIRGINIA
Scale of miles
0 10 20 30 50 70
EXPLANATION
Rail Roads
Proposed R.R.
Canals
State Capital
Co. Towns C.H. Court House
S. WEST PART OF VIRGINIA
KENTUCKY
TENNESSEE
OHIO
PENNSYLVANIA
MARYLAND
NORTH CAROLINA
Pillsburg
Wellsburg
Wheeling
Harrisburg
Columbia
Chambersburg
York
Gettysburg
Emmitsburg
Hagerstown
Elkton
Havre de Grace
Baltimore
Westminster
Frederick
Annapolis
Washington
Easton
Centreville
Chestertown
Fredericktown
Leonardtown
Point Lookout
Fredericksburg
Alexandria
Fairfax C.H.
Warrenton
Culpeper C.H.
Winchester
Martinsburg
Harpers Ferry
Charlestown
Shepherdstown
Hagerstown
Mercersburg
Chambersburg
Gettysburg
Carlisle
Shippensburg
Greencastle
Hancock
Cumberland
Morgantown
Fairmont
Clarksburg
Weston
Buckhannon
Philippi
Beverly
Parkersburg
Marietta
Middleport
Pomeroy
Point Pleasant
Ripley
Sissonville
Charleston
Barboursville
Troys Hill
Guyandotte
Ceredo
Kanawha R.
Gauley R.
New R.
Greenbrier R.
Lewisburg
White Sulphur Sp.
Hot Sp.
Warm Springs
Monterey
Staunton
Harrisonburg
Woodstock
Strasburg
Front Royal
Luray
Madison C.H.
Orange C.H.
Gordonsville
Charlottesville
Milton
Palmyra
Fredericksburg
Tappahannock
Hanover C.H.
Richmond
Petersburg
Williamsburg
Yorktown
Norfolk
Portsmouth
Suffolk
Jerusalem
Smithfield
Lynchburg
Liberty
Buchanan
Fincastle
Pulaski C.H.
Christiansburg
Blacksburg
Jeffersonville
Tazewell C.H.
Abingdon
Gray Son
Marion
Wytheville
Lebanon
Hillsville
Taylorsville
Patrick
Henry
Martinsville
Competition
Danville
Halifax
Boydton
Meherrin
Lawrenceville
Brunswick
Gaston
Roanoke R.
Dan R.
Clarksville
Washington
Meridian
Long. West

vessels. The sea-coast proper is of short extent, but this is compensated for by the great advan-

1850 it had increased ... proportion of the free colored in 1850 was about

3·8 per cent., and that of the slaves, 33¼ per cent. Of the whites, in 1850, 813,811 were natives of the State, or about 91 per cent.; 57,582 were born in other States, or 6 2-9 per cent.; and the foreign-born were only 22,953, or about 2½ per cent. of all the whites. The total number of the white and free colored persons who were born in Virginia, and in 1850 were living in other States, was 388,059, showing an excess of 334,828 (white and free colored) given to other States.

For agricultural purposes, the soil and climate of Virginia are naturally favorable to the highest success, but owing to an injudicious system of culture, a great portion of the land has been well-nigh destroyed. Tobacco has long been the great staple, and in its production this State has always exceeded every other; in 1850 its crop was 56,803,227 lbs., or 28 2-9 per cent. of the total crop of the Union; and in 1840 the crop was still larger, having amounted to 75,347,106 lbs. In 1850 there were 5,817 tobacco plantations, each of which raised 3,000 lbs. and upwards. The light, rich mould, resting on the sandy soils of Eastern Virginia, is, or was, exactly suited to the cultivation of tobacco, and the climate is equally adapted to its successful growth. This plant is not now considered to be excessively exhaustive, but should be cultivated in judicious rotation. The great grain crops are corn, wheat, and oats. The corn crop reported in 1850 was 35,254,319 bush., (slightly exceeding the same crop of 1840,) amounting to about 6 per cent. of all raised in the Union. The wheat crop was proportionally much larger, amounting to 11,212,616 bush., or about one-ninth of all raised in the Union. The potato crop consisted of 1,813,634 bush. of sweet potatoes, and 1,316,933 Irish—total, 3,130,567, (in 1840, 2,914,660). In producing flax, Virginia is the second of the States, and the amount returned in 1850 was 1,000,450 lbs. The cotton crop of 1850 was about one-six-hundredth of all raised in the Union, and amounted to 3,947 bales of 400 lbs. ginned, while that of 1840 was 3,494,483 lbs. gathered.

In its manufactures, Virginia employed in 1850 a greater amount of capital ($18,109,993) than any other Southern State. The chief class, according to the census, was the cotton manufacture, which embraced 27 establishments, with a capital of $1,908,900, employing 2,963 persons, and having a yearly product of $1,186,384. The salt manufactories were reported to have a capital of $1,269,900, and yearly product of $700,466; the amount of salt made was 3,479,890 bush., being fully one-third of all produced in the Union. Other products were thus stated: Wrought iron, $1,098,252; iron casting, $674,416; pig iron, $521,924; tanning, $894,877 woolen goods: 841,013. Since 1850, there has been a large increase in the manufacturing industry of this State.

The mineral wealth of Virginia is very great, especially in iron and coal, of which there are inexhaustible quantities. The hematite ores of iron are found in abundance through the mountainous districts, as well as specular and magnetic ores. The Appalachian Mts., throughout their extent from New York to Alabama, are characterized by a vast coal-field, and hence a large share of this is within Virginia. In Eastern Virginia, especially around Richmond, there are large fields of bituminous coal. Gold has been obtained for a long period from various mountain districts, particularly from Fluvanna, Buckingham, and Spottsylvania Counties. The amount from these mines coined by the U. S. Mint and branches,

from 1792 to the present time, is about $1,500,000. The deposits of copper ores have not until lately received much attention, but there are several sections in Fauquier, Carroll, and Floyd Counties, where this branch of mining has been found very profitable.

The first internal improvements of Virginia were commenced with the expectation of securing the trade of the Ohio Valley. The James River and Kanawha Canal was begun in 1831, was completed from Richmond to Buchanan, 196½ m., in 1851, at a cost of $10,714,306, and is yet in progress. It is probable, however, that this canal will not be carried over the crest of the Alleghanies, but that railroads will accomplish the same general object. The total length of the various railroads within Virginia is now about 1,000 m., and nearly an equal extent is under construction.

The coasting trade of this State is much more extensive than its foreign commerce. The chief articles of export are tobacco, corn, wheat, flour, coal, wood, oysters, etc. At Richmond the amount of property delivered annually is about $10,000,000, of which about three-fourths are by the James River and Kanawha Canal. The amount of tobacco inspected is about 50,000 hogsheads annually.

The direct foreign commerce is comparatively small, since the greater part is carried on through the ports of New York, Philadelphia, and Baltimore. The real foreign commerce of the State, during the fiscal year 1854–5, consisted of $4,379,928 of exports, and $865,445 of imports.

In its aggregate tonnage, Virginia is the third of the Southern States. About one-twelfth is employed in steam navigation. The amount of tonnage built in 1855, was 4,603 tons.

The domestic fisheries are of considerable importance, though of more limited amount, than is generally supposed. The chief export of this production consists of oysters.

Considering the size and population of this State, there are comparatively few large towns. The people are chiefly devoted to agriculture. The great seats of commerce of the Union lie further north, and the seaports of Virginia, instead of being depots from which are distributed to the consumers the products of the State, are merely points en route to the great northern markets. If this state of affairs was changed, Norfolk could not fail to become an important commercial town, and other seaboard towns would soon be noted not only for their trade, but as places where the products of the State were consumed by their own inhabitants.

Population of the cities and chief towns in 1850: Richmond, 32,238; Norfolk, 14,326; Portsmouth, 8,122; Petersburg, 14,010; Alexandria, 8,734; Wheeling, 11,391; Lynchburg, 8,071; Fredericksburg, 4,861.

Richmond has been the capital of the State since 1780. It is situated at the lower falls of James River, and is built on several hills, presenting a commanding and beautiful appearance. The Capitol is the most conspicuous edifice; it stands alone, and is firmly placed on open and elevated ground, in the centre of the town; it was built soon after the Revolution, is a cheap, though a handsome stuccoed building, and is surrounded by grounds improved with much taste; it contains Houdon's statue of Washington, and its public square has lately been adorned with statues of Jefferson and Henry. The other principal buildings are the City Hall, State Penitentiary, Court House, Armory, Custom House, and the churches. Few cities in the Union have

greater facilities for manufacturing. An immense water-power is derived from the Falls of James River, which, from the commencement of the rapids, a few miles above the city, descends about 100 ft. to the tide level. There are several very extensive flour mills, cotton factories, and rolling mills, besides many tobacco factories.

Norfolk is the chief naval station of the United States, and has a harbor of unsurpassed advantages. It has a level site, and is somewhat irregularly laid out. It has a number of fine private residences, and the polite society is highly cultivated, receiving a character from the families of the resident naval officers. In 1855 this place, with its suburbs, suffered most awful ravages by the yellow fever.

Portsmouth, opposite Norfolk, is a place of considerable trade. Its suburb, Gosport, contains a large and costly dry-dock, and from 500 to 1,000 persons are usually employed in its navy-yard.

Petersburg, 22 m. S. from Richmond, on the Appomattox River, is noted for its business in tobacco and flour. The falls of the river afford extensive water-power: around these a canal has been constructed, by which small boats may ascend the river for about 100 m.

Alexandria, on the Potomac River, 7 m. from Washington, is pleasantly situated, has a commodious harbor, and carries on an important trade. Within a few years the whole business of this place has been greatly increased by the completion of internal improvements connecting with the interior, and by the establishment of large manufactories.

Wheeling is the chief town in Western Virginia, and the most important place on the Ohio River, between Pittsburg and Cincinnati. Its site is a narrow alluvial tract, extending along the river for about two miles, and is overlooked by precipitous hills. These hills contain vast beds of coal, whence fuel is obtained at cheap rates for the numerous manufactories in the city, as well as for other purposes. The chief manufactures are iron castings and other products of iron, but otherwise the products are varied. Considerable business is done in building steamboats. According to a census in 1855, the population was then 14,136.

Lynchburg is a flourishing town, on James River, 120 m. from Richmond by railroad, noted for its trade in tobacco and wheat. The James River and Kanawha Canal extends from Richmond to this place, 147 m., and then to Buchanan, 50 m. farther. Railroads, constructed and in progress, also afford ready communication with the sea-board and the Southern States. Abundant water-power is obtained by means of a dam above the town. River-water is supplied to the inhabitants by the same means through a reservoir, completed in 1829. There are about 35 tobacco factories and 6 extensive tobacco warehouses, in which over 10,000 hogsheads of tobacco are inspected annually.

Fredericksburg, on the Rappahannock River, 65 m. N. of Richmond, is situated in a fertile valley. The river affords considerable facilities for manufactures, but these have not been improved. In the vicinity there is an abundance of fine granite and freestone.

Charlottesville, 97 m. from Richmond by railroad, contains the University of Virginia, which was founded in 1819 by Thomas Jefferson, and is the chief literary institution in the Southern States. Monticello, the residence of Jefferson, who was a native of this county, Albemarle, is 3 miles distant.

STATE OF NORTH CAROLINA

North Carolina has a main length E. and W. of 450 m., with breadth of from 90 to 180 m., and a total area of 50,704 sq. m. Its surface is naturally divided into three principal parts. The first borders the ocean, and extends inward about 60 m.; this is mainly a low, sandy section, but contains many extensive marshes and swamps, and is generally covered with forests of pitch-pine. The area covered by the swamps is estimated at about 5,000 sq. m., or nearly one-tenth of the whole area of the State; probably a large part of this might be drained, as some of the smaller marshes have been, and thus rendered very productive. The second division embraces the central part of the State, and is an undulating or hilly country. The third section comprises the table-land and mountainous region, which includes extensive tracts suited for pasturage and culture. The mountain ridges are here more elevated than is usual in so great an extent of the Appalachian system; the highest summits are Mount Mitchel or Black Mountain, 6,476 ft., Roan Mountain, 6,038, and Grandfather Mountain, 5,556 ft. above the sea. Most of the large rivers flow in S. E. direction through the State, in courses of from 200 to 400 m. in length, and empty into the Atlantic Ocean through its inlets; these are generally of large volume, but are navigable only for small vessels. The most important is Cape Fear River, the natural advantages of which have been improved under appropriations from the State and Federal Governments. The whole coast is lined by a chain of sand-banks or low islands, forming on their inside shallow sounds, and on their seaward side are bounded by numerous shoals. Albemarle Sound is from 5 to 15 m. wide, extends inland about 60 m., and has several arms or bays. Pamlico Sound is wider and deeper than Albemarle, and extends parallel with the coast for about 85 m.

The total population of North Carolina in 1790 was 393,751; in 1800 it amounted to 478,103; in 1810, 555,500; in 1820, 638,829; in 1830, 737,987; in 1840, 753,419; and in 1850, 869,039. At the last census the classes were—whites, 553,028; free colored, 27,463; and slaves, 288,548. The proportion of the white population gradually decreased from 1790 to 1850, or from 73 1-5 to 63 2-3 per cent. During the same period the proportion of the free colored increased from 1 1-4 to 3 1-8 per cent., and that of the slaves from 25 1-2 to 33 1-5 per cent. Nearly all of the white inhabitants in 1850 were born in the State, comprising 95 3-4 per cent., and the most of the remainder were born in other States. In fact, the number of the whites born in foreign countries was in less ratio to the total white population than in any other State in the Union, amounting only to 2,565 persons, or less than half of one per cent.; and this real number of foreign-born whites was also less than that of the corresponding population in any other State, excepting Arkansas, where, however, the ratio was larger. Of the free colored population, about 97 2-3 per cent. were born in the State. The combined number of the whites and free colored who were born in the State, but were living in other States in 1850, was 283,077, while the number of the same classes born in other States, and then living in North

Carolina, was 21,502; which numbers are in the proportion of 13 1-5 to 1.

The agricultural staples are corn, sweet potatoes, and tobacco, and the former two are extensively raised in every county. The crop of corn reported in 1850 was 27,941,051 bush., while that of oats was only 4,052,078; of wheat, 2,130,102; rye, 229,563; and those of barley and buckwheat were insignificant. In the aggregate growth of sweet potatoes North Carolina is only exceeded by Georgia and Alabama. The tobacco crop reported in 1850 amounted to 11,984,786 lbs., or 6 per cent. of the whole U. S. crop, and the crop of 1840 was much larger, viz: 16,772,359 lbs. In parts of the low, sandy, section along the coast cotton and rice are extensively raised. In 1850 there were 2,827 cotton plantations, each raising 5 bales and over; the crop then reported was 50,845 bales of 400 lbs., ginned; and the crop of 1840 was 51,926,190 lbs., gathered. The rice crop of 1850 was 5,165,868 lbs., (in 1840, 2,820,388,) and there were 25 rice plantations, each raising 20,000 lbs. and over. This State exceeds all others in its crops of peas and beans.

In the region of the pine forests the leading business is in gathering turpentine and distilling it. Turpentine is the crude sap of the pine trees; it varies somewhat in character and in freedom of flow with the different varieties, and it is more freely yielded from the long-leafed pine than any other. The principal belt of the turpentine forest is from 30 to 80 m. wide, and extends across the State, even to the Gulf of Mexico. The larger part of the turpentine is distilled before it is shipped to northern ports.

In respect to manufactures, it is probable that the amount realized yearly from making turpentine, resin, tar, and pitch, exceeds the product from any other branch of industry. In 1850, the annual product of the cotton manufactories was returned at $831,342; of tanneries, $352,535; wrought iron, $331,914; iron casting, $12,867; pig iron, —— ; and woolen goods, $23,750.

The most valuable of the mines are those of coal, copper, and gold. The bituminous coal-field on Deep River extends for at least 30 miles, and the Dan River field is also of great importance. The ores of copper in the McCulloch mine, near Greensborough, are very rich, and contain a large proportion of gold. The gold mines in the vicinity of Charlotte in Mecklenburg County have been worked with great profit, and a branch of the U. S. Mint is there established. Iron is found in many places. Vast quantities of limestone and freestone occur along both Dan and Deep Rivers, and grindstone and millstone of superior quality near the latter stream. Marl exists in abundance in the coast counties from Virginia to South Carolina, and as far from the coast as Nash County.

The railroads now have a total length of about 620 m., and more than half of this extent has been completed during the last three years. The chief lines are N. Car. Central R. R. from Goldsboro to Charlotte, 223 m.; Wilmington and Weldon, 162; Wilmington and Manchester, also 162, and the greater part in South Carolina; and Raleigh and Gaston, 97 m. The State contributed $2,000,000 towards the construction of the N. Car. Central R. R., by endorsing its stock, and has also aided other roads in the same way.

The coasting trade is carried on by small vessels, since the rivers and inlets are so obstructed at their mouths by sand-bars that large vessels cannot enter. The exports consist mainly of the products of North Carolina. The foreign com-

merce seldom exceeds the amount of $700,000 in a year, and the exports constitute more than half of the amount. The aggregate tonnage has been gradually increasing since 1850, and in 1855 it was 60,077 tons, of which one-third belonged to Wilmington.

The shad and herring fisheries upon the sounds and inlets of the North Carolina coast are an important branch of industry and a source of considerable wealth. The sweep-seines used are the largest in the world—some of them are over 2 m. long, and manned by a force of forty men. In favorable years the profits are very great.

Population of the chief towns in 1850: Wilmington, 7,264; Newbern, 4,681; Fayetteville, 4,646; Raleigh, 4,518. Besides the foregoing, there were seven villages with a population of from 1,000 to 2,000, viz: Washington, 2,015; Oxford, 1,978; Beaufort, 1,661; Edenton, 1,607; Smithville, 1464; Warrenton, 1242; Greenville, 1,053.

Raleigh occupies an elevated and healthy situation, a few miles west of Neuse River, 132 m. by railroad from Wilmington. It is a pleasing town, the streets are wide and lined with trees, and the numerous white wooden mansions are generally surrounded by little court-yards of flowers and shrubbery. In its centre is a square of ten acres, containing the State House, which is a noble edifice, of brownish-gray granite, in Grecian style, and cost over $500,000. There are several institutions of charity and education, honorable to the State. The surrounding country is nearly all pine forest.

Wilmington is situated on the east bank of Cape Fear River, 34 m. from the ocean. Its position is very favorable for a large trade, and its business in this respect has been greatly multiplied within ten years by the construction of the railroads which now connect it with northern and southern cities, and with the interior of the State. The population has been doubled within the same period. Vessels of medium size can come up to the wharves, and there is a constant steamboat communication with Charleston and other ports. The chief exports are lumber, turpentine, rosin, tar, rice, and peanuts, and the aggregate exportation is now about $4,000,000 annually. Turpentine distilleries and saw-mills are numerous.

Newbern, on Neuse River, has considerable trade, and was formerly the capital of the State.

Fayetteville is at the head of natural navigation, on Cape Fear River, 95 m. above Wilmington. It is now a flourishing town, and its prospects are excellent. Its vicinity is noted for numerous plank roads.

STATE OF SOUTH CAROLINA.

South Carolina has an irregular triangular shape, with extreme length and breadth of about 210 m., and total area of 29,395 sq. m. Its entire territory is a portion of the great Atlantic Slope, its north-west boundary being formed by the Blue Ridge. The surface is hence naturally divided into parallel sections, according to their elevation as parts of the slope. These divisions are principally three. The tract bordering the ocean is very low, occupied in part by flat cypress swamps and reedy marshes, traversed by sluggish streams, and to a great extent covered with forests of pitch

pine. The western part of this tract, as it becomes more elevated, is of course more dry, but the soil is still nearly level, and consists mainly of the sandy pine barrens. In the second, middle, or "wave" region, the surface is extremely undulating, gracefully swelling and dipping in bluffs and dells, yet mostly occupied by pine wood; the soil is a mellow, brown loam, and fertile in the valleys. This section terminates abruptly in joining the third section, called the Ridge; the surface suddenly rises, and continues to rise, with diversified character, until it ends with the Blue Ridge. In this ridge there are several lofty peaks, of which the highest is Table Mountain, which is 4,000 ft. above the sea, and presents in one direction a perpendicular front of 1,100 ft. above the surrounding country. The chief navigable rivers are, the Savannah, Santee, Great Pedee, and Edisto. The coast is indented by several large bays, which are deep enough for coasting navigation; the best harbor is that of Beaufort, which admits large vessels; that of Charleston is obstructed by a dangerous sand-bar. The climate is varied according to the elevation of the surface. Throughout the coast region it is excessively hot in summer, and it is fatal to white people to remain in that vicinity after sunset. The climate is also marked by irregularity in its seasonal changes.

The total population of South Carolina in 1790 was 249,073; in 1800, 345,591; in 1810, 415,115; in 1820, 502,741; in 1830, 581,185; in 1840, 594,398; and in 1850, 668,507. At the last census the classes were—whites, 274,563; free colored, 8,960; slaves, 384,984. The relative proportion of the classes has been gradually changing from 1790; at that time, the whites comprised about 56¼ per cent. of the total population, but in 1850, they were 41 per cent. The actual increase of each class has been irregular, and was much greater from 1790 to 1820 than since. From 1830 to 1840, there was but very little increase of either class, and that of the entire population was only about 2¼ per cent. during those ten years. From 1840 to 1850, the increase of the whites was nearly 6 per cent.; of the free colored, 8¼; of the slaves, 17 3-4. The slave population of South Carolina has always been larger in proportion to the total population than that of any other State; and its actual number of slaves has always exceeded every State, except Virginia, which, however, has more than twice as large an area. In 1850 the number of whites born in foreign countries, was 8,508, or about one-thirty-second part of all the white population. The combined number of the white and free colored persons, natives of South Carolina, who in 1850 were living in other States, was 186,479; of these, 52,151 were in Georgia, 48,663 in Alabama, 27,908 in Mississippi, 15,197 in Tennessee, etc.

In agriculture, the great staples are cotton, corn, rice, and sweet potatoes. There are six varieties of soil, viz: 1. Tide swamp, devoted to the culture of rice; 2. Inland swamp, to rice, cotton, corn, peas, etc.; 3. Salt marsh, to long cotton; 4. Oak and pine, to long cotton, corn, potatoes, etc.; 5. Oak and hickory, to short cotton, corn, etc.; and 6. Pine barren, to fruits, vegetables, etc. Cotton is the chief staple, and grows in all the divisions, with different degrees of productiveness. In the amount of its cotton crop, this State ranks as the first in the Union, in proportion to its area, and as the fourth in the actual amount produced. In 1850, there were 11,522 cotton plantations, each raising 5 bales and over; the crop then reported was 301,901 bales of 400 lbs., ginned, and that in 1840 was 61,710,274 lbs.,

gathered. Corn is raised everywhere, except in a very small part of the mountainous district; the crop of 1850 was 16,271,454 bush., and in 1840, 14,722,805. The crop of rice in this State in 1850 was three-fourths of the total raised in the Union, or 159,930,613 lbs. out of 215,313,497; and this vastly exceeded the crop reported in 1840, which was 60,590,861 lbs. No. of rice plantations in 1850, each raising 20,000 lbs. and over, annually, 446. Sweet potato crop of 1850, 4,337,469 bush.; oats do. 2,322,155; wheat, 1,066,277; peas and beans, 1,026,900. The best land in the State is in the elevated and hilly country, though the alluvial section in the lower region is of more rank richness. The rice district is narrow, bordering the sea-coast; the plantations are chiefly formed in such parts of the tidal swamps, adjoining the main-land or the sandy islands, as are left nearly dry at the ebb of the water. On the islands is produced the largest quantity of the best variety of cotton, called sea island.

The capital employed in manufactures, etc., in 1850 was reported at $6,056,865, and the annual product at $7,063,513. Particulars are given of only four branches. The cotton manufactories, 18, had capital of $857,200, employed 399 males and 620 females, and their annual product was $747,338. The tanneries, 91, employed 264 persons, and their product was $261,332. Six iron casting establishments employed 155 persons, and produced $87,683.

In the north-west and central parts of the State a large part of the geological formation is primitive, and this affords much and excellent building material. The principal metals found here comprise gold, iron and lead. The gold is found in the same belt in which this metal exists in the adjoining States, and the portion lying within South Carolina is believed to be as valuable as any other portion. The product during the last 25 years has been computed at about $600,000. Iron ore of fine quality is particularly abundant in Spartanburg District.

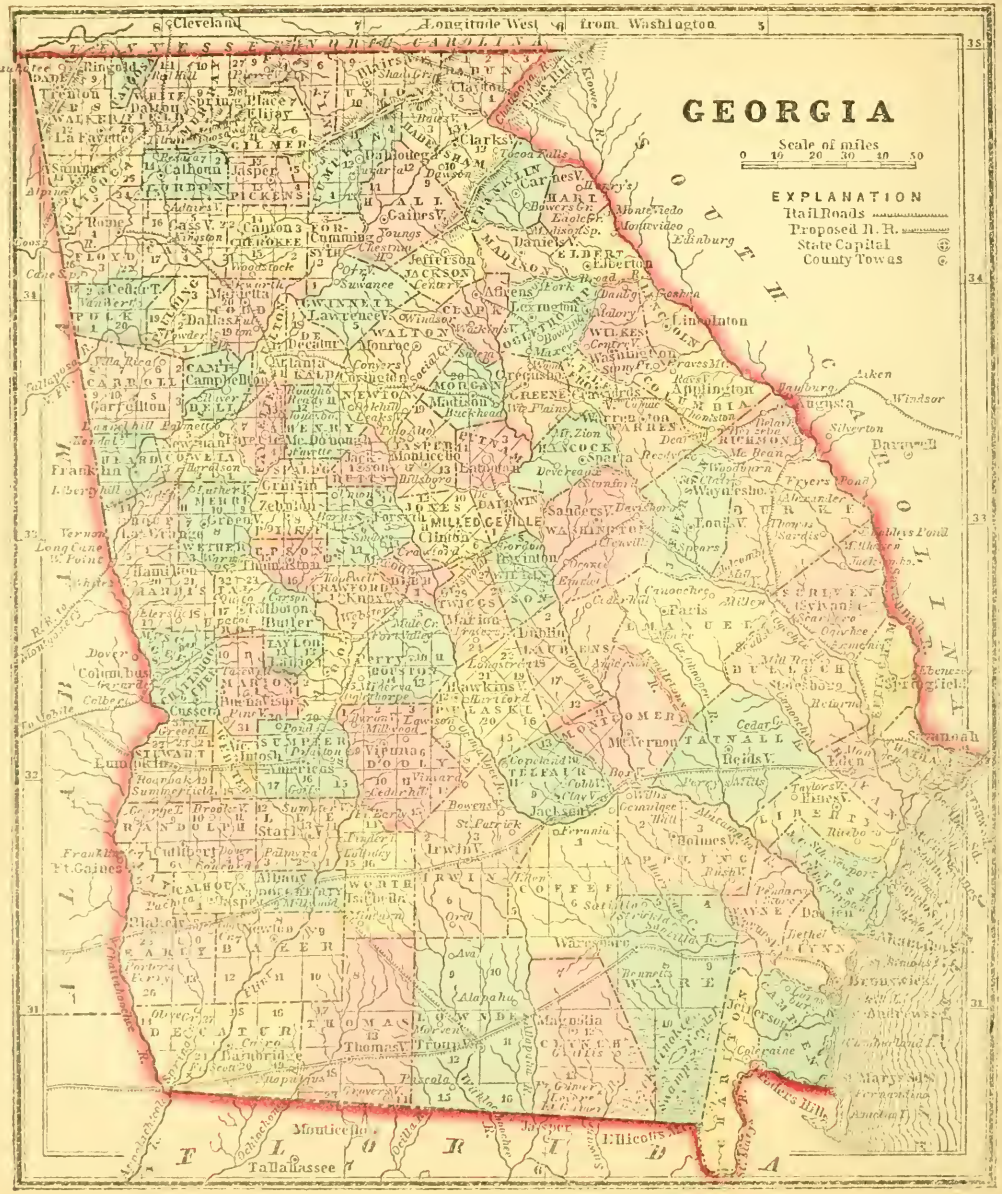
The railroads of South Carolina are more numerous and extensive than in any of the Southern States, excepting Virginia and Georgia, which have each twice as large an area. The chief line is the South Carolina R. R., which extends from Charleston to Hamburg, 136 m., with a branch to Columbia, 68 m., and another to Camden, 37 m., making its aggregate length 241 m. This road was one of the first large projects of the kind undertaken in this country, having been commenced in 1830. The total length of the railroads now in operation is about 850 miles.

The direct foreign commerce of South Carolina consists chiefly in its exports. The value of the exports is usually from six to eight times greater than that of the imports. During the fiscal year 1855, the former amounted to $12,700,250, and the latter to $1,588,542.

The aggregate tonnage owned in this State amounted in 1855 to 60,935 tons, of which 56,419 belonged to Charleston. More than half is engaged in the coasting trade, and about one-fourth is propelled by steam. Charleston formerly was extensively engaged in ship-building, but of late years this business has very much declined.

Population of the cities and chief towns in 1850: Charleston, 42,985; Columbia, 6,060; Abbeville, 2,252; Georgetown, 1,628; Sumterville, 1,356; Greenville, 1,305; Spartanburg, 1,176; Hamburg, 1,070.

Columbia, capital of the State, is built on a plain along the east bank of the Congaree River, at the head of its steamboat navigation. It has


GEORGIA
Scale of miles
0 10 20 30 40 50
EXPLANATION
Rail Roads
Proposed R. R.
State Capital
County Towns
Cleveland
Longitude West
from Washington
Tallahassee
Monticello
Hicolis
Milledgeville
Clinton
Macon
Augusta
Savannah
Darien
Sunbury
Liberty
Lincolnton
Waynesbo.
Sparta
Eatonton
Forsyth
Jackson
Monroe
Lawrenceville
Gainesville
Athens
Elberton
Carnesville
Clarkesville
Dahlonega
Cassville
Rome
Canton
Marietta
Decatur
Atlanta
Campbellton
Carrollton
Dallas
Lafayette
Summerville
Trion
Ringgold
Jasper
Calhoun
Resaca
Tunnel Hill
Varnell's Station
Chattanooga
Ross's Landing
Wills Valley
Lookout Mountain
Raccoon Mountains
Sand Mountain
Cumberland Mountains
Cumberland R.
Tennessee R.
Coosa R.
Chattahoochee R.
Flint R.
Ocmulgee R.
Oconee R.
Altamaha R.
Ogeechee R.
Savannah R.
Alabama
Florida
South Carolina
Tennessee
North Carolina

throughout a remarkably elegant appearance; its streets are regular, wide, and lined with ornamental trees; and most of the dwellings are built of wood. The chief public buildings are the State House, State Asylum for the Insane, Court House, churches, and market. It is the seat of South Carolina College, founded by the State in 1804; of a Presbyterian Theological Seminary, founded in 1831; and of the Arsenal Academy, which is one of the State Military Schools.

Charleston is situated at a distance of seven miles from the Atlantic Ocean, on a tongue of land between Ashley and Cooper Rivers, which unite immediately below the city, and form a spacious harbor. The former river is 6,300 ft. wide, the latter 4,200 ft., and each is from 30 to 40 ft. deep. The city covers an area of about 3 sq. miles, on a site some 8 or 9 ft. above the level of the harbor at high tide. Its streets form nearly square blocks, and are lined with magnolias, palmettoes, and other beautiful shade trees. Ornamental gardens are numerous, and the dwellings are surrounded by an abundance of foliage. Some of the public buildings are of handsome architecture. The literary institutions are—College of Charleston, founded in 1785; Medical College of the State of S. C., founded in 1833; Citadel Academy, which is one of the State Military Schools; City Library, with 24,000 vols.; Apprentices' Association, with 10,000, etc. Charleston is now less engaged in foreign commerce than formerly, especially in the matter of importation; but this foreign trade, as well as the domestic, still involves a large capital.

STATE OF GEORGIA.

Georgia is the most southern of the Original Thirteen States. The length of its territory, N. and S., is about 310 m.; the greatest breadth about 245 m.; and the area is computed at 58,000 sq. m. Its surface is much diversified in elevation and character, and its soil, climate, and productions are correspondingly varied. In general terms, the surface is characterized by a regular slope in southerly direction, as is apparent from the course of all its great rivers. The section bordering the Atlantic Ocean, and for fifty miles inland, is very marshy. Some of the swamps are very extensive, of which, the Okefinoke is the largest, and this is 180 m. in circuit. This section forms about one-third part of the plain of tertiary formation, which is from 100 to 150 m. broad, and swells up to a line passing near the head of navigation of the Savannah, Ogeechee, Oconee, and Ocmulgee Rivers, where it meets a primary formation. The western part of this division abounds with pine forests. The primary formation crosses the State in S. W. direction, above the falls of the rivers just mentioned, with a breadth of 160 m. at the northern, and of 100 m. at the southern limit; the principal plain or plateau above the falls is from 60 to 70 m. wide. Beyond this, on the N. W. side of the primary belt, the surface rises by a series of parallel and undulating ridges to the Blue Ridge Mountains, which are from 1,200 to 4,000 ft. high. Farther north and north-west the surface is more broken and mountainous. The principal rivers are—the Savannah, navigable for ships to Savannah, and for steamboats to Augusta; Altamaha, and its

branches, Oconee and Ocmulgee; Chattahoochee, and its main branch, the Flint; Ogeechee and Cannouchee; all of which are navigable by vessels of light draught throughout a considerable share of their courses. The sea coast is about 100 m. long, and is completely lined with a large number of low islands, between which and the mainland are navigable channels, or sounds. Much of the scenery in the northern half of the State is highly picturesque. Many of the streams are remarkable for their great falls, and several of these are cataracts of more than 100 ft. in height.

The relative increase of the population of Georgia, from 1790 to 1850, was greater than that of any other of the Original States, its ratio having been very nearly 1000 per cent., while that of New York was about 811. The total population in 1790 was 82,548; in 1800, 162,101; in 1810, 252,433; in 1820, 340,987; in 1830, 516,823; in 1840, 691,392; and in 1850, 906,185. At the last census the classes were—whites, 521,572; free colored, 2,931; slaves, 381,682: giving the following proportion—whites, 57½ per cent.; free colored, ⅓ of 1 per cent.; and slaves, nearly 42½ per cent.; and there was very nearly the same proportion in 1810, excepting a small change in respect to the free colored. The ratio of increase of each class, and of the total population, has varied greatly during the several census intervals. The white population in 1850 was thus classified as to nativity: Born in the State, 396,298, or 76 per cent.; in other States, 118,268, or 22⅔ per cent.; in foreign countries, 6,452, or 1¼ per cent. Of the foreign-born, there were 3,202 Irish, 972 Germans, 679 English, 357 Scotch, etc. The excess of the combined number of whites and free colored persons, natives of Georgia, given to other States, (122,954) over the corresponding number of those received from other States (115,413) was only 7,541, which was by far the least inequality produced in any State by the interchange of citizens.

The soils of Georgia are of very varied character, and in the many counties good and bad lands lie near together. The light sandy, soils in the southern counties are particularly productive in cotton, while the marshy tracts in that section yield rice in abundance. In Middle Georgia the native soil is a red loamy soil, resting on a firm clay foundation, and originally rich, but has been generally worn out by exhaustive culture. The northern valleys now comprise the most valuable lands for grain and other food crops. Cotton and corn are the great staples, and the yearly product of either is vastly more valuable than any other crop. The crop of cotton reported in 1850 was 499,091 bales of 400 lbs., ginned, or one-fifth of all produced in the Union; the crop in 1840 was 163,392 of 396 lbs., gathered, and in 1850 there were 14,578 plantations, each raising 5 bales and over. The crop of corn was 30,080,099 bush., or one-twentieth of total U. S. product; of sweet potatoes, 6,986,428, or two-ninths of U. S. product; and of rice, more than one-sixth of U. S. product.

Considerable attention has been given to manufactures, particularly to the production of cotton goods. According to the last census, the annual product of all the manufactories, 1,527, was $7,086,525; and the whole number of persons employed was 8,318; the cotton establishments, 35, produced $2,135,044, and employed 2,272 persons; and no other class of manufactures was reported to have a product of even $90,000, except that of tanneries, $361,586. The greater part of Georgia is abundantly provided with streams, and these frequently afford excellent water-powe.r

Columbus, at the west boundary of the State, has an immense power from the Falls of the Chattahoochee, and promises to be the chief manufacturing town, south of Richmond, Virginia, in the Southern States. It now has from 15,000 to 20,000 spindles running, and the water-power is sufficient for at least ten times as many.

The mineral wealth of this State is reported by geologists to be very great, but is at present almost entirely undeveloped, except in gold, which is somewhat extensively mined. The gold region is chiefly in Lumpkin County, and its hills have been completely riddled with shafts and tunnels. At Dahlonega, the shire-town of that county, there is an U. S. Branch Mint, which coins from $300,000 to $500,000 yearly.

In January, 1856, the railroads of Georgia had an aggregate length of 1,011 m., and most of the lines are noted for their excellent construction and successful management. The two principal lines were completed throughout in 1843. The first of these is the Central R. R. from Savannah to Macon, 191 m., and this connects at Macon with other very important lines. The second is the Georgia R. R. from Augusta to Atlanta, 171 m., and this also has important connections. The first is tributary only to Savannah; the second, mainly to Charleston.

By means of these railroads and by the navigable rivers, the trade of Savannah (and Charleston) with the interior of the State and with Alabama has been greatly increased within a few years,—having been diverted from its former channels.

The coasting trade is active, supporting regular lines of sailing vessels to several ports, and of steamships to New York and Philadelphia.

The direct foreign commerce consists chiefly in the exportation of the great staple, cotton, with considerable amounts of rice and naval stores, to British and French ports. During the fiscal year 1855, the value of the exports was $7,543,519, which was about the same amount as in the year 1853; while in each of the fiscal years 1852 and 1854, the value was about $5,000,000. The imports of 1855 amounted to $273,716.

The total tonnage owned in the State on 30th June, 1855, was 29,505 tons, of which, 27,595 belonged to the port of Savannah. The amount employed in steam navigation is between 6,000 and 7,000 tons.

All the cities and chief towns have greatly increased their population and business since they obtained railroad advantages; and many places which some ten or twelve years ago were only cross-roads, with a tavern, store, and blacksmith's shop, have become villages of considerable importance.

Population of Savannah in 1850, 15,312; in 1853, 23,458; of Augusta in 1850, 9,569; in 1852, 12,553; Columbus in 1850, 5,942; in 1852, 7,140, and with Wynntown Suburb, 8,860; Macon in 1850, 5,720, and 1855, about 9,000; and of Atlanta, Griffin, and Athens, in 1855, each about 5,000; Milledgeville, 3,500.

Milledgeville, the capital of the State, is situated on the west bank of the Oconee River, and is surrounded by a beautiful country, productive in cotton. The State House is a handsome building, in Gothic architecture. The State Penitentiary and one of the State Arsenals are here located.

Savannah is situated on the Savannah River, 18 m. from its mouth, upon a sandy plain, about 40 ft. above low-water mark. It is regularly laid out with wide, unpaved streets, at the intersections of which are small areas, shaded like the streets

with the Pride of India trees. The general aspect of the city is curiously rural and modest for a place of its population and commerce. A very large proportion of the buildings stand detached from each other, and are surrounded by gardens or courts, filled with trees and shrubbery. Two principal streets have in their middle rows of trees and a grassy promenade. Two of the principal buildings are the Custom House, constructed of granite, at a cost of $175,000, and Independent Presbyterian Church, also built of granite, at a cost of $120,000. There are two public monuments of much interest—one to the memory of Gen. Greene, and the other to the memory of Pulaski.

Augusta is on the Savannah River, 231 miles from its mouth, and at the head of its natural navigation. By means of a canal, constructed in 1845, vessels may pass around the falls, and navigate the river for 150 m. above Augusta. By the same means water is brought into the city, and a fall of 40 ft. above obtained, furnishing immense power to numerous manufactories. The city is well built, and contains a Medical College, a City Hall that cost over $100,000, besides several other notable edifices.

Columbus, at the W. boundary of the State, has already been alluded to on account of its manufactures, for which it is distinguished.

Macon is built on both sides of the Ocmulgee River, at the head of its steamboat navigation, and is the centre of an active trade, which is constantly increasing. The two divisions of the town are connected by a bridge, 380 ft. long. Georgia Female College, located at this place, is one of the most flourishing seminaries in the Southern States.

Atlanta is now the chief town in N. W. Georgia, and has been entirely built up since 1845, (when it was first laid out,) by the business of the railroads which here connect.

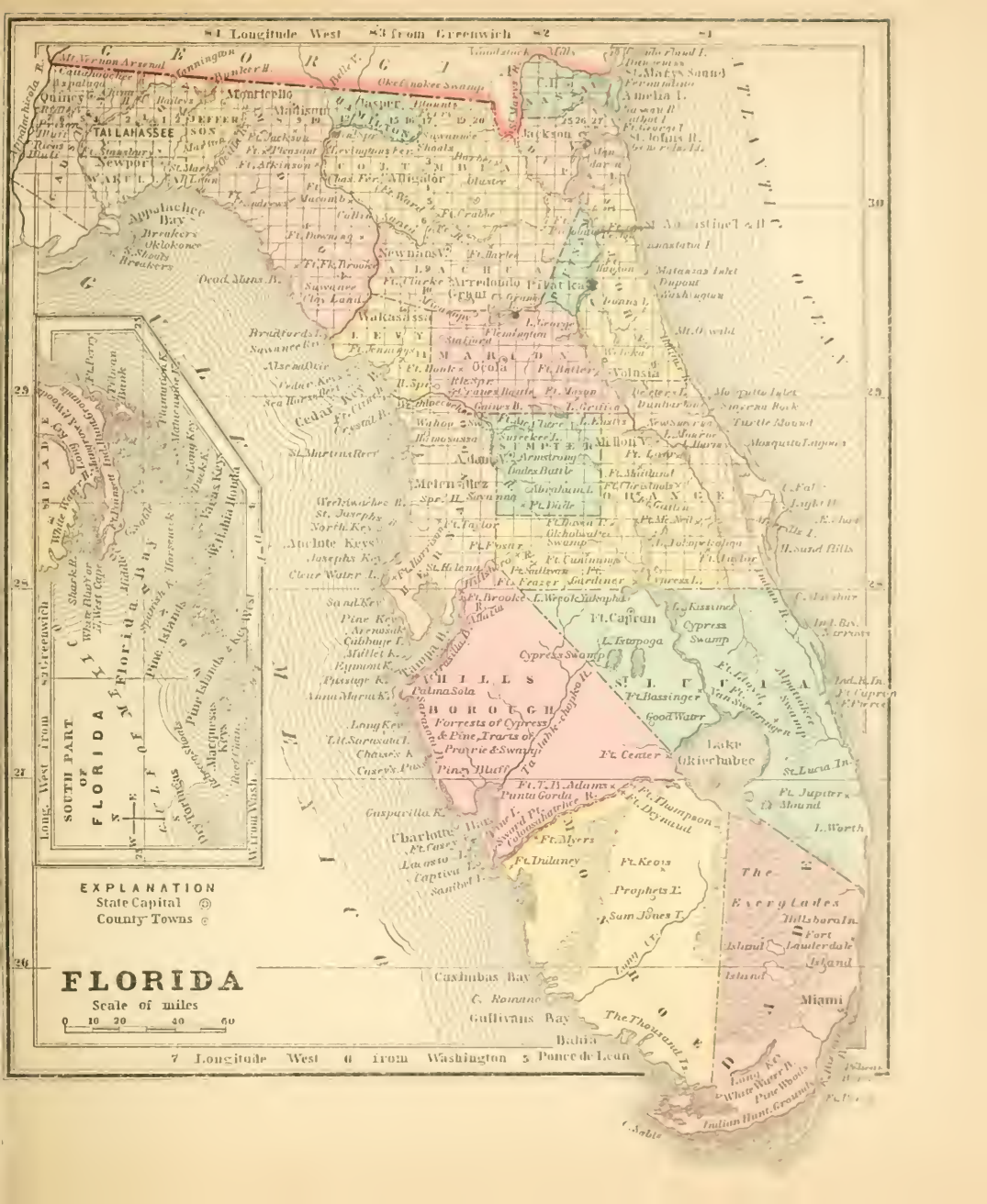
Griffin, 58 m. from Macon by railroad, has a very active business in exporting cotton.

Athens, in the N. E. part of the State, has a fine situation and delightful climate, and is the seat of Franklin College, founded in 1785.

STATE OF FLORIDA.

Florida consists of the great peninsula separating the Gulf of Mexico from the Atlantic Ocean, and a narrow strip of land extending westward along the Gulf to the Perdido River. Its entire area is computed at 59,268 sq. m. The western section, lying south of Alabama, is generally level, sloping gradually to the Gulf. Eastward, between the Appalachicola and Suwanee Rivers, the surface is more elevated, and occasionally undulating. The central ridge of the peninsula is but little elevated, the highest point being about 171 ft. above the ocean, and the whole southern part of the peninsula is marshy. There are 26 rivers of importance, besides many others of smaller size, and several capacious and secure harbors. The climate has a warm and remarkably uniform temperature, and some places are noted for their salubrity.

The total population in 1830 was 34,730, in 1840, 54,477; and in 1850, 87,445. At the last date, the classes were—whites, 47,203; free


84 Longitude West 83 from Greenwich 82
FLORIDA
Scale of miles
0 10 20 40 60
EXPLANATION
State Capital
County Towns
SOUTH PART OF FLORIDA
Long. West from Greenwich
TALLAHASSEE
Appalachee Bay
Apalachicola
Quincy
Monticello
Newport
Newnansville
Micanopy
Alligator
Jacksonville
St. Mary's Sound
Amelia I.
St. Johns R.
Okefenokee Swamp
Suwannee R.
Withlacoochee R.
Ocklawaha R.
Indian R.
Halifax R.
Hillsborough R.
Caloosahatchee R.
Kissimmee R.
Lake Okeechobee
Cypress Swamp
Everglades
Big Cypress Swamp
Tampa Bay
Charlotte Harbor
Pine Islands
Key West
Tortugas
Cape Florida
Biscayne Bay
Miami
Cape Sable
Florida Reefs
Gulf of Mexico
Atlantic Ocean
7 Longitude West 6 from Washington 5 Ponce de Leon

colored, 932; slaves, 39,310. The foreign-born numbered 2,815, or 5 3-4 per cent. of total population.

The chief agricultural staples are cotton, cane-sugar, corn, sweet potatoes, rice, and tobacco. In proportion to the population and to the quantity of improved lands, more cotton is produced in Florida than in any other State. So also in respect to the product of sweet potatoes, and of sugar from cane, with the exception of Louisiana and Texas. Most of the soil of Florida is sandy, except in the hummocks, where it is mixed with clay. All of the peninsula is of diluvial formation, and its central portion is the most productive. The classes of land are usually designated as high hummock, low hummock, savannah, swamp, and the different qualities of pine land. The hummocks are scattered throughout the country, and vary much in their extent; these are covered with woods, and afford excellent land, when cleared. High hummock is usually timbered with live and other oaks, magnolia, laurel, etc., and is considered the best description of land for general purposes. Low hummock, timbered with live and water oak, is subject to overflow, but is preferred for sugar when drained. Savannahs, on the margins of streams and in detached bodies, are usually very rich alluvions, and yield largely in dry seasons, but need ditching and dyking in ordinary seasons. Marsh savannahs, on the borders of tide streams, when reclaimed, are very valuable for rice or sugar-cane.

Next to agriculture, the most important business is the shipment of the products of this State and of the products of the southern portions of Alabama and Georgia. Most of the exports to foreign countries are shipped from Appalachicola; these consist entirely of domestic produce, and chiefly of cotton. The lumber trade is mainly on St. John's River. More than half the tonnage belongs to Key West. The Tallahassee and St. Mark's R. R., 23 m. long, was constructed about 1834. Other short railroads were formerly in use, but their companies having failed, the rails were taken up.

Tallahassee, the seat of government, is built on an elevated site, is regularly laid out, has several public squares, and contains the public buildings of the State and County. Number of inhabitants in 1850, 1,391. The vicinity is the most populous part of the State.

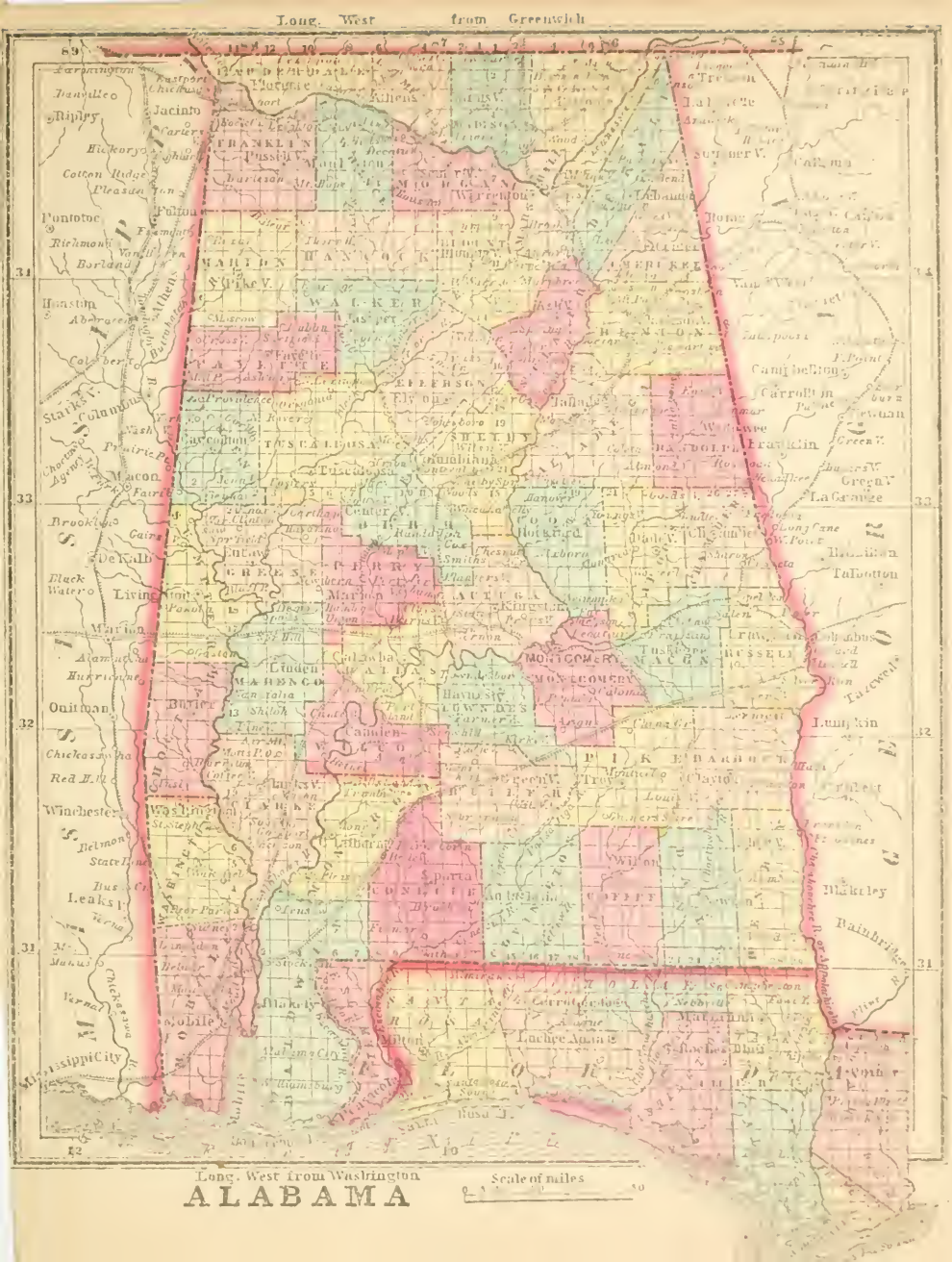
Pensacola is built on a sandy plain, 50 ft. above sea level. Population in 1850, 1,073 whites, and 1,091 blacks. Six miles below it is the U. S. Navy-Yard, covering about 80 acres, and containing a dry-dock; near it is the U. S. Naval Hospital.

Key West City is the largest settlement in Florida, and in 1850 it contained 2,367 inhabitants, of whom 1,825 were whites. The principal business is wrecking, which is conducted under equitable rules for the mutual benefit of the parties interested. Many persons are also engaged in fishing, procuring sponges, making salt by evaporation, etc. The harbor is accessible for ships of 22 ft. draught.

STATE OF ALABAMA.

Alabama has a nearly regular outline; its dimensions, exclusive of the section below lat. 31°, which is some sixty miles square, are—length, N. and S., about 270 m., and breadth, 150 to 210; and its area is 50,722 sq. m. In the N. and N. E. sections the surface is broken by the low mountainous ridges which are the S. W. terminations of the Appalachian system. A range of hills crosses the State westward to the border of Mississippi, dividing the tributaries of Tennessee River from the other streams of that region. Thence the surface gradually descends towards the Gulf of Mexico until it merges in the low plain which borders the Gulf coast. A large proportion of the surface, particularly in the central and north divisions of the State, is covered with forests; these contain oak of several varieties, poplar, hickory, chestnut, pine, and mulberry woods; and throughout the south division there is everywhere abundance of pine, with patches of other timber. The northern division is chiefly suited for grazing purposes, while parts of it may be more profitably cultivated with grain and a diversity of other crops than any other sections. The cleared tracts of the central region comprise much undulating prairie-land with naturally fertile soil. Throughout the south half there is a great extent of the sandy pine-barrens, interspersed with very rich alluvial soils. All of the rivers, except the Tennessee, flow southward, and most of these are navigable for light-draught steamboats. The Tennessee is obstructed in part of its course (which is 130 m. long within Alabama) by the Muscle Shoals, but above them it is again navigable. The sea-coast is of short extent, but it contains Mobile Bay, which is one of the largest and deepest inlets of the Gulf of Mexico.

Before the year 1810 Alabama contained but very few white inhabitants, but after that time the population steadily increased. In 1820, the total population amounted to 127,901, consisting of 85,451 whites, 571 free colored, and 41,879 slaves. In 1830 the population had increased to 309,527; in 1840, to 590,756; and in 1850, to 771,623. At the last census, the classes were—whites, 426,514; free colored, 2,265; and slaves, 342,844. From 1820 to 1850 the slave population increased more rapidly than the other classes—hence its relative proportion to the total population has been constantly increasing. The change has been from 32 3-4 per cent. in 1820 to 44½ per cent in 1850. The whites in 1850 were thus classified as to nativity: Born in Alabama, 234,691, or 55 per cent.; in other States, 183,324, or 43 per cent.; and in foreign countries, including unknown, 8,499, or 2 per cent. The free colored class consisted of 567 blacks and 1,698 mulattoes, the proportion of the latter being much larger than in any States, except Louisiana and Florida. The excess of white and free colored persons received from other States was 99,102. For several years past there has been a constant and extensive emigration from the State, as well as immigration to it. According to the State census of 1855 the total population was then 835,192, consisting of 460,979 whites, 2,449 free colored, and 371,290 slaves; the total, including 474 insane persons.


Long. West from Greenwich
Long. West from Washington
Scale of miles
ALABAMA

soil. Throughout the extent of the sandy pine-barrens, [illegible] very rich alluvial soils. All of the rivers, except the Tennessee, flow southward, and most of these are navigable for light-draught steamboats. The Tennessee is obstructed in part of its course (which is 130 m. long within Alabama) by the Muscle Shoals, but above them it is again navi- extens[illegible] immigration to it. Accordin[illegible] of 1855 the total population was then 835,192, consisting of 460,979 whites, 2,449 free colored, and 371,290 slaves; the total, including 474 insane persons.

The land improved in agriculture in 1850 was about one-eighth of the whole area of the State. Cotton is the great staple, and in 1850 Alabama produced 23·08 per cent., or not quite one-fourth of all the cotton raised in the Union; the figures were—Alabama, 564,429 bales of 400 lbs., ginned; United States, 2,445,793 do.; and at that period there were 16,100 plantations, each raising 5 bales and upwards. The usual crop of corn is very great—in 1850 it amounted to 28,754,048 bush. That of oats was 2,965,696; of wheat, 294,044. Other crops of 1850 were—sweet potatoes, 5,475,294 bush.; Irish do., 246,001; peas and beans, 892.701 bush.; rough rice, 2,312.252 lbs. Some cane-sugar is raised, though in a very few counties; product of 1850, 87 hhds. of 1,000 pounds, of which, in Clarke County, 35 hhds., Montgomery, 20, and Greene, 18. Tobacco is raised in almost every county, but the product is not large, amounting in 1850 to 164,990 lbs. in the entire State.

Manufactures have never received decided attention. The whole number of establishments in 1850 producing to the value of $500 was 1,026, employing 4,938 persons, and having an aggregate product of $4,528,878 yearly. Of this product the amount of $1,261,450 was in Mobile County. The products of the chief classes reported were: Cotton, $382,260, by 12 establishments with 715 hands and $651,900 capital; tanning, $335,911; iron casting, $271,126. The amount of home-made manufactures was $1,934,120—proportionally, a very large production.

Alabama is said to have considerable mineral wealth, particularly in iron ore, stone coal, carboniferous limestone, variegated marbles, and lead. It does not appear, however, that any large amount of capital has yet been employed in mining these beds, though they have been used by the inhabitants of the respective vicinities.

The total length of the railroads within Alabama that were in operation at the commencement of 1856 was about 350 miles, and about 100 miles were then in active construction. The chief completed line is that from Montgomery to West Point, Ga., 88 m., with a branch line from Opelika to Columbus, Ga., 28 m.; this occupies an important position in the great through line of travel between the North and South, and also has a large local business.

The export trade of Alabama in cotton, both coastwise and to foreign countries, is very large. Mobile is the natural outlet of the greatest cotton-growing region in the South, and thus it becomes the greatest cotton-market in the Union. The total shipment of cotton from that port in 1854 was 538,684 bales, of which 201,721 to domestic ports, and 336,963 to foreign ports. The latter were thus distributed: To Great Britain, 231,280 bales; to France, 76,752; to northern ports of Europe, 14,466; and to other ports, 14,515. The value of the total exports to foreign countries in the fiscal year 1855 was $14,270,565, which was considerably less than in preceding years; and the imports do. were $619,964.

Population of the cities and large towns in 1850: Mobile, 20,515; Montgomery, 4,935; Huntsville, 2,863; Selma, 1,728; Marion, 1,544; Athens, 991.

Montgomery, capital of the State since November, 1847, is on the Alabama River, 331 m. by its course above Mobile. This is a prosperous town, with very pleasant suburbs and a remarkably enterprising population, and it now has a large inland trade, promoted by its railroad facilities. The Capitol was completed in 1851, and

replaced a former building, burned in Dec., 1849. The houses generally and their gardens are notable for their neatness and tasteful character.

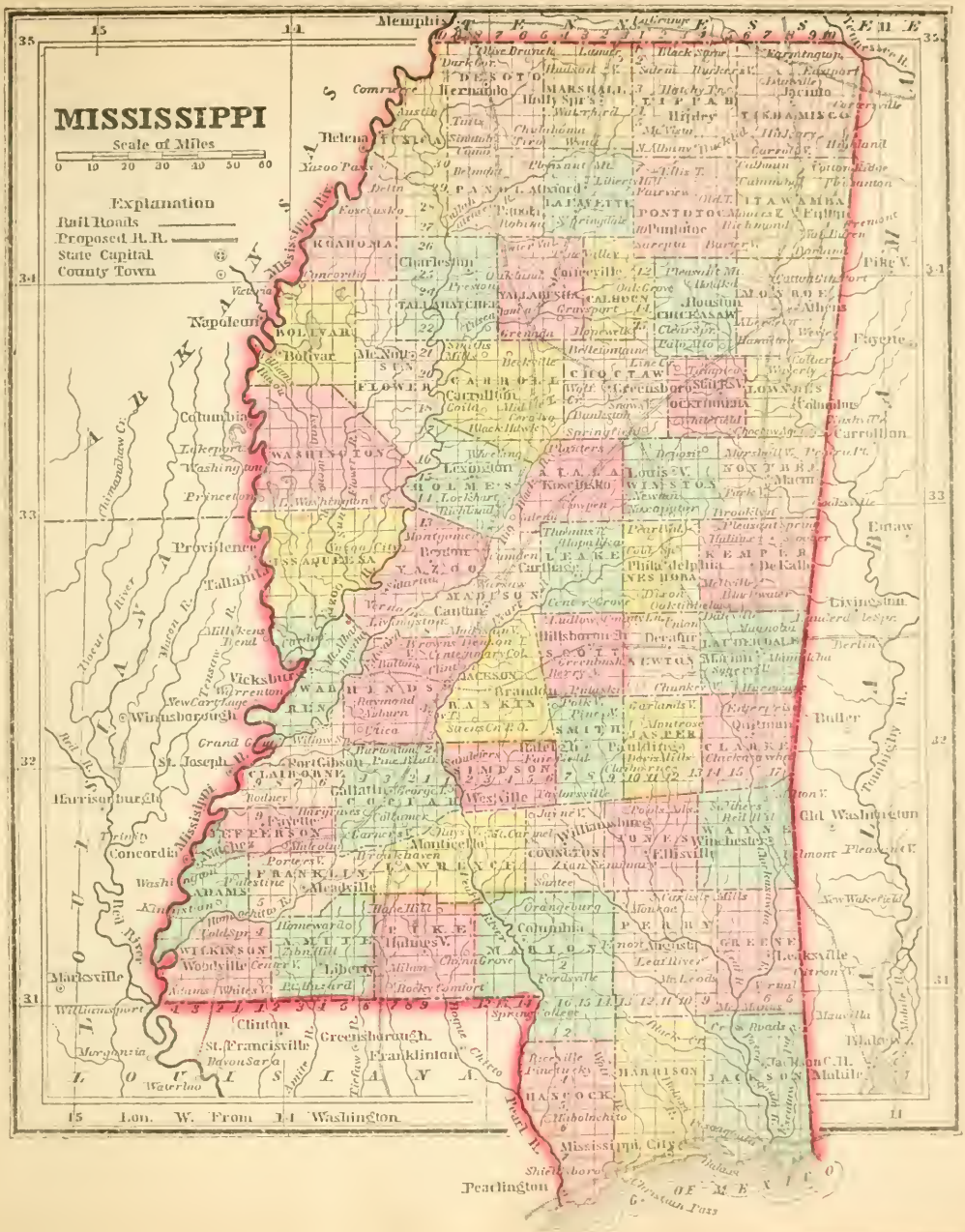
Mobile is situated on the Mobile River, just above its entrance into Mobile Bay, 30 m. from the Gulf, upon a sandy plain, elevated about 15 ft. above the bay. The central and business part is very compactly built, with little or no elegance. Out of this quarter the city has a pleasant appearance, almost all the dwellings having plots of ground enclosed around them, planted with trees and shrubs. The finest trees are the magnolia and live-oak, and the most valuable shrub is the evergreen Cherokee rose, which is much used for hedges and screens. The great business of the city is the transfer of cotton from the producer to the manufacturer, from the wagon and the steamboat to the sea-going ship. Since the harbor is shallow, the large ships lie at the foot of the bay, and their freights are transhipped in lighters.

STATE OF MISSISSIPPI.

Mississippi extends from the State of Alabama, on the east, to the Mississippi River on the west, with quite uniform breadth, between the parallels of 31° and 35° N. lat.; but below the latter parallel, there is a strip of land bordering the Gulf of Mexico, only two-fifths of the width of the main part. The entire area is computed at 47,156 sq. m. The surface has a general slope in south and south-west directions, but is considerably diversified. In the north-east, and along part of the Alabama boundary, the country is in part level and open, and in part rolling and timbered. The central region has the character of a table-land, and is traversed by ranges of moderately-elevated hills, some of which are called bluffs, since they terminate abruptly upon plains, or the banks of rivers. Along the Mississippi River, there are level alluvial tracts that are annually inundated. In the south-east, the surface is low, but undulating and abounding in pine. The principal river of the interior is the Yazoo, which is navigable by steamboats at all seasons of the year: and its main branch, the Tallahatchie, is also navigable for 100 miles. Big Black River is a long stream, though not of large volume, and is navigable for 50 miles. Pearl River drains the southern-central region; it is sometimes ascended to Jackson, but its navigation is impeded by sand-bars and drift-wood. Pascagoula River, which drains the south-east sections, has numerous tributaries, and is navigable by small vessels. The Gulf coast is about 65 miles long, and affords no good harbor for large vessels.

The total population in 1800, was 8,850; in 1810, 40,352; in 1820, 75,448; in 1830, 136,621; in 1840, 375,651; and in 1850, 606,526. At the last census, the classes were—whites, 295,718; free colored, 930; slaves, 309,878. The relative proportion of the slave population constantly increased from 1800 to 1840, but slightly decreased from 1840 to 1850. The ratio of the increase of each class, and of the total population, during the ten years, 1840–50, was less than during any previous ten years. The State Census of 1853 reported 288,718 whites, and 303,000 taxable slaves.

In agriculture, the great staples are cotton and corn. The crop of cotton reported in 1850, was 484,292 bales of 400 lbs., ginned; while in 1840 the amount was 193,401,577 lbs., gathered.


MISSISSIPPI
Scale of Miles
0 10 20 30 40 50 60
Explanation
Rail Roads
Proposed R.R.
State Capital
County Town
Memphis
Helena
Napoleon
Bolivar
Columbia
Providence
Vicksburg
Winnsborough
St. Joseph
Harrisonburgh
Concordia
Marksville
Clinton
Greensborough
Franklinton
Pearlington
Mississippi City
Mobile
Jackson C.H.
Leaksville
Columbus
Aberdeen
Pontotoc
Oxford
Holly Spr's
Hernando
Carrollton
Lexington
Canton
Brandon
Raleigh
Paulding
Westville
Williamsburg
Winchester
Ellisville
Monticello
Meadville
Liberty
Woodville
Columbia
Orangeburg
Fordsville
Greensboro
Houston
Coffeeville
Grenada
Carthage
Philadelphia
Decatur
Marion
Macon
Louisville
Starkville
Tupelo
Pontotoc
Mississippi Riv.
Red River
Pearl R.
Tombigby R.
Tennessee R.
Yazoo Pass
Chimanahaw Cr.
Lon. W. From Washington
OF MEXICO

1850 there were 15,110 cotton plantations, raising 5 bales and upwards. The above-named crop was very nearly one-fifth of the total cotton crop of the United States, as reported in 1850. Corn crop in 1850, 22,446,552 bushels; in 1840, 13,161,237. Sweet potatoes, 4,741,795; Irish potatoes, 261,482—total 5,003,277 bush., against one-third of that quantity in 1840. Oats, 1,503,228 bush.; peas and beans, 1,072,757. The cultivation of rice is increasing; the crop of 1850, was 2,709,856 lbs., being three and a half times the amount raised in 1840. All other crops are comparatively small. There was a large increase from 1840 to 1850 in the number of neat cattle, sheep, and swine.

The manufactories, in 1850, were 877 in number, with capital of $1,833,420, employing 3,173 persons, and producing to the value of $2,972,038 yearly. Product of tanneries (92), $229,407; of iron foundries (8), $117,400; of cotton works (2), $30,500. Value of home-made manufactures in 1850, $1,164,020.

The mineral resources of Mississippi, so far as developed, are not extensive. There are several springs of much reputation; Cooper's Well, in Hinds Co., 12 m. W. of Jackson, has waters impregnated with sulphur and iron; Lauderdale Springs, in Lauderdale Co., contain white sulphur and chalybeate waters.

The first important railroad constructed was the line from Vicksburg to Jackson, 46 m., and thence to Brandon, 14 m.,—or total, 60 m. The Mobile and Ohio R. R. traverses the eastern part of the State, and in July, 1855, was open to September, in Kemper Co., 167 m. from Mobile. The Mississippi and Tennessee R. R., was then open from Memphis to Hernando: also, the Central R. R. to Holly Springs; and both were in progress.

The tonnage employed in the river and coasting trade is chiefly owned in New Orleans and Mobile. The commerce with foreign countries is mostly carried on through New Orleans, and its absolute amount is unknown.

Jackson, the capital of the State, occupies a level site on the right bank of Pearl River. It contains the State House, Executive Mansion, State Hospital for the Insane, Penitentiary, U. S. Land Office, and City Hall. Population in 1850, 1,881 whites; blacks, not stated.

Natchez, on the Mississippi, is situated mainly on a bluff, 200 ft. above the river, but the business portion is along the river-side below. This is the largest city in the State: in 1850 its population was 4,434, and in Feb., 1856, was 6,973.

Vicksburg, on the Mississippi, is noted for its shipment of cotton, most of which is received by the railroad extending westward. Population in 1850, 3,678; in Feb., 1856, 4,643.

Columbus, on the Tombigbee River, is surrounded by a fertile district, and has an active business. Population in 1850, 2,611.

Yazoo City is situated on a low bluff along the Yazoo River, and is the centre of business of a very rich cotton-growing district. Pop. in 1850, 1,910

STATE OF LOUISIANA.

Louisiana comprises the great Delta of the Mississippi River, and a considerable portion of the lower part of its Valley. Its outline is irregular, and its length E. and W. varies from 180 to 300 m., and its breadth from 120 to 240. Its area is computed at 41,255 sq. m., of which between one-fourth and one-third consists of the great Delta. This is the region at the mouth of the river, composed entirely of alluvium; its western boundary is formed by the Atchafalaya. The depth of the alluvium is estimated to be fully 1,000 ft. The greater part of this region is not more than 10 ft. above the sea, and is annually overflowed by the floods of the river. The debris brought down by the current is principally deposited near the borders of the stream, and thus these portions have been raised much higher than the adjoining lands; in some places the slope is as much as 18 ft. in a few miles. The length of the Mississippi within the State is 350 m., and within its general limits, 800. The channels of the passes, or mouths, of the river near the Gulf, are constantly changing, and are often so shallow that large ships bound to New Orleans are dragged over and through their sandy beds by powerful steamtugs. The section bordering the Gulf coast is mainly sea marsh, and generally destitute of timber. Above this is an extensive tract of low prairie-land, which is not very fertile, and occasionally barren. In the central and northern sections, the surface rises, and becomes uneven and broken. In the N. W. part, the surface is quite low, especially throughout the whole Valley of the Red River above Natchitoches, which is generally marshy, and contains numerous lakes. Large lakes occur also in other sections. Lake Pontchartrain is 40 m. long by 24 wide, and though generally shallow, is navigable by steamboats. The sea-coast affords very few good harbors.

The total population of Louisiana in 1810 was 76,586; in 1820, 153,407; in 1830, 215,739; in 1840, 352,411; and in 1850, 517,762 At the last census, the classes were—whites, 255,491; free colored, 17,462; and slaves, 262,271. During the ten years, 1840–50, there was considerable change in the relative proportion of the whites and free colored, while the proportion of the slaves remained about the same. The white population increased from 45 per cent. of the total population to 49½ per cent.; but the free colored decreased from 7¼ to 3½ per cent. (from 25,502 persons to 17,462). As to nativity, the population of this State is characterized by a greater number of foreign-born whites than any other in the Union, except Wisconsin. In 1850, the number of white inhabitants born in the State was 126,917, or 49⅔ per cent. of all the whites; do. born in other parts of the Union, 60,641, or 23 3-4 per cent.; do. born in foreign countries, 67,308 or 26½ per cent.; of unknown nativity, 625. Of the free colored, seven-eighths were born in the State. The foreign-born comprised 24,266 from Ireland, 18,000 from Germany, 11,552 from France, 3,550 from England, 1,417 from Spain, 1,337 from the West Indies, 1,196 from Scotland, 915 from Italy, etc., making altogether the most diversified community in the Southern States, and perhaps exceeding New York in proportion to population.

94 93 Long West 92 from Greenwich 91 90
LOUISIANA
EXPLANATION
Rail Roads
Proposed R. R.
State Capital
County Towns
Scale of Miles
5 10 20 30 50
16 Longitude West 15 from Washington 14 13
G U L F OF M E X I C O
550 miles long, and from 500 to 800 miles wide
Shreveport
Mansfield
Natchitoches
Alexandria
Harrisonburg
Monroe
Homer
Vicksburg
Natchez
Baton Rouge
Opelousas
Vermilion V.
L. Charles C.H.
Calcasieu Lake
Sabine Lake
Sabine City
Plaquemine
Donaldson
Thibodeaux
New Orleans
Covington
Liberty
Woodville
Clinton
Greensboro
Grand Gulf
Pt. Gibson
Raymond
Brandon
Canton
Benton
Lexington
Kosciusko
Carthage
Philadelphia
Hillsboro
Decatur
Raleigh
Westville
Gallatin
Williamsburg
Monticello
Columbia
Franklin
Ellis V.
Holmesville
Pearlington
Princeton
Union C. H.
Bastrop
Richmond
St. Joseph
Waterproof
Columbia
Rapides
Catahoola
Avoyelles
Calcasieu
Vermillion
Terrebonne
Ascension
St. Helena
Washington
Lake Pontchartrain
Atchafalaya Bay
Ft. Jackson
Mouths of the Mississippi

According to the State census of 1853, the population in that year had increased to 578,189, consisting of 301,102 whites, 23,272 free colored, and 253,815 slaves.

The agricultural staples are cane-sugar, cotton, and corn. The sugar-cane is chiefly found in the south part, but it is planted as far north as the head of the Delta. The product reported in 1850 was 226,001 hhds. of 1,000 lbs., or 95½ per cent. of the total U. S. crop; the number of sugar-planters was 1,558. The State census of 1853 reported that 338,412 acres of land were cultivated with cane, and that the products were 272,719 hhds. of sugar, and 431,913 bbls. of molasses. The cotton-plant is cultivated chiefly on the Red River and in the N. E. part of the State. The Red River bottoms are nearly the best cotton lands in the world; but, in a wet season, the crops suffer upon them, and sometimes are entirely destroyed by "the rot" or "the worm." The production on the old plantations is much less now than formerly, but deep ploughing will at once restore fertility, since the soil is of unknown depth. In 1850, there were 4,205 cotton plantations, raising 5 bales and over; the crop then reported was 178,737 bales of 400 lbs., ginned—a small crop. In 1853 there were about 600,000 acres cultivated with cotton, and the crop exceeded 400,000 bales. Corn is raised everywhere: the crop of 1850 was 10,266,373 bush., and of 1853, 11,690,093.

The product of manufactures in 1850, in the entire State, was $7,820,948, two-thirds of which were produced in New Orleans and its immediate vicinity. There is considerable business done in the manufacture of coarse sugar and molasses; but the refining of these articles is mostly done in the Northern States.

The mining interests are of little or no account, since three-fifths of the area consist of the alluvial and diluvial formations, and the other two-fifths of the tertiary. The latter occupies the north and north-west sections; it contains coal, iron, ochre, gypsum, and marl.

There are several important railroads, partly opened, and the remainder in progress, which have been commenced within a very recent period. Four short lines, having a combined length of 63 m., had been previously built.

By means of the Mississippi River, Louisiana possesses unequalled facilities for an immense trade. The value of the domestic produce received at New Orleans from the interior amounted in 1855 to upwards of $125,000,000.

The foreign commerce of Louisiana includes the greater part of all that of the lower Mississippi Valley. In respect to foreign exports, it is the second State in the Union, and the amount averages at least one-fifth of all exported from the United States. The imports, however, of this, like other Southern States, are of much less value than the exports, because the return cargoes are chiefly brought to northern ports. Amount of foreign imports in 1855, $12,900,821.

More tonnage is owned in this, than in any Southern State, except Maryland; which makes Louisiana in this respect the sixth State in the Union; the aggregate in 1855 was 201,148 tons. The amount of tonnage built is very small. In 1855 the steamboat tonnage enrolled or licensed at New Orleans, was 62,632 tons—more than any ports, except New York and Pittsburg.

Baton Rouge has been the capital of the State since 1849. It is situated upon an elevated plain, on the east bank of the Mississippi, 130 m. above New Orleans. Besides the State House, it con-

tains the State Penitentiary, the State Asylum for the Deaf, Dumb, and Blind, U. S. Arsenal, the public buildings of the parish, and a College, founded in 1838. Population in 1850, 3,905.

The City of New Orleans contains one-fourth of the total population of the State. It is built on the east bank of the Mississippi, 105 miles above its mouth. Its site is low, and is protected from the river by an embankment, which is 4 or 5 m. long, 100 ft. wide, and 15 ft. above low-water mark. It has but few excellent public buildings, besides the hotels and churches, though many substantial blocks of stores and warehouses. The Custom House is one of the largest buildings in the Union, and is constructed of Quincy granite. The Branch Mint is a massive structure, and the Municipal Hall is an elegant marble edifice. There is probably no large city in the world where the resident population has been so divided in its origin, or where there is such a variety in the habits, manners, and moral codes of the citizens. In the winter months there is a great influx of temporary residents. Number of inhabitants in 1840, 105,400, (including Lafayette, which was consolidated with the other municipalities, April 12, 1852); in 1850, 130,565; and in 1853, 145,449. Algiers, opposite the city, is noted for its work-shops.

Donaldsonville was formerly the State capital; it is pleasantly situated, has considerable trade, and some fine buildings. Population in 1850, 1,948. Opelousas is the chief inland town in the State, and the seat of Franklin College, founded in 1839. Jackson contains the State Lunatic Hospital, and is the seat of Centenary College, founded in 1839. Population, 1,000. Population of other towns in 1850: Shreveport, 1,728; Carrollton, 1,470; Natchitoches, 1,261; Thibodeauxville, 1,242; Barataria, 1,176.

STATE OF TEXAS.

Texas is far the largest of the States, and its area, which amounts to 237,504 sq. m., comprises about one-twelfth of the entire Union. Its surface is naturally divided into three sections. The first comprises the entire coast region, extending from 40 to 60 miles into the interior; it is quite level, and embraces the most fertile of the alluvial lands. The second consists of the interior and northern counties. The third includes the west and northwest counties, which are diversified in respect to surface, but are generally fertile. Texas has many long rivers, and very many of less importance. Several of the longest are navigable for steamboats a considerable distance, but all the streams are greatly affected by the wetness or dryness of the season, and many are navigable during only a very small part of the year. Some streams afford valuable water-power. The coast is continuously bordered by long sand islands, and the inlets to the bays or lagoons within are few in number, and much obstructed by bars.

The total population, in 1847, was 143,205, and in 1850, 212,592. By the last census, the classes were—whites, 154,034; free colored, 397; slaves, 58,161. The whites were thus classified as to nativity: Born in the State, 48,997; in other parts of the Union, 87,722, or three-fifths of total whites; in foreign countries, 16,713, and unknown, 602. The combined white and free colored, born in other States, consisted of 77,897 born in the

slave-holding States, and 9,996 born in the free States. Number from Tennessee, 17,692; from Alabama, 12,040; Georgia, 7,639; Mississippi, 6,545; Kentucky, 5,478, etc. From Illinois, 2,855; Indiana, 1,799; New York, 1,589, etc. Of the foreign-born, about one-half were from Germany, viz: 8,277; one-fourth from Mexico, 4,459; and of the remainder, 1,403 were from Ireland, 1,002 from England, etc.

The great agricultural staples are, corn, cotton, potatoes, and cane-sugar. In 1850, the corn crop was 6,028,876 bush., and all other grain crops were of little account in comparison, since that of oats was but 199,017, and that of wheat only 41,729 bush. The cotton crop was returned at 58,072 bales of 400 lbs., ginned, or about 2¼ per cent. of total U. S. crop; and there were 2,262 plantations raising 5 bales and upwards. The potato crops were, 1,322,158 bush. of sweet, and 94,645 of Irish —total, 1,426,803. Product of cane-sugar, 7,351 hhds. of 1,000 lbs.; of molasses, 441,918 galls.; number of sugar-planters, 165. Immense herds of cattle are raised on the large plantations; and both wild cattle and wild horses are abundant on the open prairies.

The manufactures in 1850 were reported to have an annual product of $1,165,538, of which the chief classes mentioned were iron casting, $55,000, and tanneries, $52,050.

The extent of the mineral deposits has not been determined. Iron ores have been found in various localities, and probably this is the most abundant metal. An immense belt of gypsum extends across the north-west part of the State.

There are three lines of railroad, partly opened and steadily progressing towards completion. In the summer of 1856 each was in operation for a distance of about 26 m. The first commences at Harrisburg, and is called the Buffalo Bayou, Brazos, and Colorado R. R.; the second is the Galveston and Red River R. R.; and the third is the Galveston, Houston, and Henderson R. R.

The direct foreign commerce, during the fiscal year 1855, was $916,961 in exports, and $262,568 in imports. Aggregate tonnage owned in the State, 8,801 tons.

If the general increase of this State during the last five or ten years has corresponded with the increase of its valuation, or taxable wealth, then it has made more rapid progress than any other Southern State. In 1855 the valuation amounted to $149,521,451, while in 1852 it was $80,754,094; showing an increase of $68,767,357 in three years. This increase consisted of $25,554,354 in real property, and $43,213,003 in personal property, and the greater part of the latter consisted in the increase of slaves, which amounted to $24,744,934.

The principal towns and settlements have much increased in population since 1850. In that year the population of the chief places was as follows: Galveston, 4,177; San Antonio, 3,488; Houston, 2,396; New Braunfels, 1,298; Marshall, 1,189; Victoria, 806; Fredericksburg, 754; Austin, 629.

Austin has been the capital of the State since 1844. It is situated on the Colorado, about 230 miles W. N. W. of Galveston by land, or about 300 m. from the mouth of the river by its course. The river is navigable at high stages to this place by light steamboats. The vicinity is noted for picturesque scenery.

Galveston is situated on an island at the mouth of Galveston Bay. The island is 30 m. long by 3 m. wide; its surface is quite level and low. Here is the best harbor on the State's coast, and hence the town enjoys an active trade.

TABLE OF COUNTIES AND TOWNSHIPS IN OHIO.

ADAMS.

Fn. Franklin.
Ge. Greene.
Jn. Jefferson.
Ly. Liberty.
Ms. Meigs.
Me. Monroe.
St. Scott.
S. Sprigg.
Tn. Tiffin.
Wc. Wayne.
Wr. Winchester.

ALLEN.

Aa. Amanda.
Ac. Auglaise.
B. Bath.
Gn. German.
Jn. Jackson.
Mn. Marion.
Me. Monroe.
Py. Perry.
Rd. Richland.
Sc. Shawanee.
Sk. Sugar Creek.

ASHLAND.

Ck. Clear Creek.
Gn. Green.
H. Hanover.
Jn. Jackson.
Mo. Mohecan.
M. Montgomery.
O. Orange.
Py. Perry.
R. Ruggles.
Sn. Sullivan.
T. Troy.
V. Vermilion.

ASHTABULA.

Ar. Andover.
Aa. Ashtabula.
Ag. Austinburg.
Ck. Colebrook.
Cy. Cherryvalley.
Ct. Conneaut.
D. Denmark.
Dt. Dorset.
Ga. Geneva.
Hd. Harpersfield.
He. Hartsgrove.
Jefferson.
Ke. Kingsville.
L. Lenox.
Me. Monroe.
M. Morgan.
N. New Lyme.
Ol. Orwell.
Pt. Pierpont.
Ph. Plymouth.
Rd. Richmond.
R. Rome.
Sd. Sheffield.
Sk. Saybrook.
Tl. Trumbull.
Wc. Wayne.
Wd. Williamsfield.
W. Windsor.

ATHENS.

Ar. Alexander.
A. Amies.
Athens.
Bn. Bern.
C. Canaan.
Ce. Carthage.
Dr. Dover.
Le. Lee.
Li. Lodi.
Ro. Rome.
Ty. Troy.
W. Waterloo.
Y. York.

AUGLAIZE.

P. Clay.
Dt. Duchouquet.
Gn. German.
G. Goshen.
Ln. Logan.
Mn. Moulton.
Ne. Noble.
Pa. Posheta.
Sn. Salem.
Sy. St. Mary.
Un. Union.
We. Wayne.
Wn. Washington.

BELMONT.

C. Colrain.
Eg. Flushing.
G. Goshen.
Kd. Kirkwood.
Md. Mead.
Pe. Pease.
Py. Pultney.
Rd. Richland.
Sh. Smith.
So. Somerset.
Un. Union.
Wn. Washington.
Wn. Warren (W.)
We. Wayne.
Wg. Wheeling.
Y. York.

BROWN.

Bd. Byrd.
Ck. Clark.
Ee. Eagle.
Fn. Franklin.
Gn. Green.
Hn. Huntington.
Jn. Jackson.
Ls. Lewis.
Pe. Pike.
Py. Perry.
P. Pleasant.
Sg. Sterling.
S. Scott.
Un. Union.
W. Washington.

BUTLER.

Fd. Fairfield.
Hr. Hanover.
Ln. Lemon.
Ly. Liberty.
Ma. Madison.
Md. Milford.
Mn. Morgan (W.)
Od. Oxford.
Ry. Ryley.
Rs. Ross.
S. St. Clair.
Un. Union.
We. Wayne.

CARROLL.

Aa. Augusta.
Bn. Brown.
Carrollton.
Et. East.
F. Fox.
Hn. Harrison.
L. Lee.
Ln. London.
M. Monroe.
Oe. Orange.
Py. Perry.
Re. Rose.
U. Union.
W. Washington.

CHAMPAIGN.

As. Adams.
Cd. Concord.
Gn. Goshen.
H. Harrison.
Jn. Jackson (S.)
Jn. Johnson.
Mr. Mad River.
Rh. Rush.
Sm. Salem.
Un. Union.
Urbana.
We. Wayne.

CLARKE.

B. Bethel.
Gn. German.
Ge. Greene.
Hy. Harmony.
Mn. Madison.
M. Mad River.
Md. Moorefield.
Pe. Pike.
Pt. Pleasant.
Springfield.

CLERMONT.

Batavia.
Fn. Franklin.
Gn. Goshen.
Jn. Jackson.
Mi. Miami.
Me. Monroe.
Oo. Ohio.
Sk. Stonelick.
Te. Tate.
Un. Union.
Wn. Washington.
We. Wayne.
Wg. Williamsburg.

CLINTON.

As. Adams.
Cr. Chester.
Ck. Clark.
Gn. Green.
Ly. Liberty.
M. Marion.
Rd. Richland.
U. Union.
Vn. Vernon.
W. Washington.
We. Wayne.
Wn. Wilson.

COLUMBIANA.

Br. Butler.
C. Centre.
En. Elkrun.
Fd. Fairfield.
Fn. Franklin.
Hr. Hanover.
Kx. Knox.
Ll. Liverpool.
Mn. Middleton.
M. Madison.
Py. Perry.
Sm. Salem.
Sc. St. Clair.
Uy. Unity.
W. Washington.
We. Wayne.
W. West (W.)
Yk. Yellow Creek.

COSHOCTON.

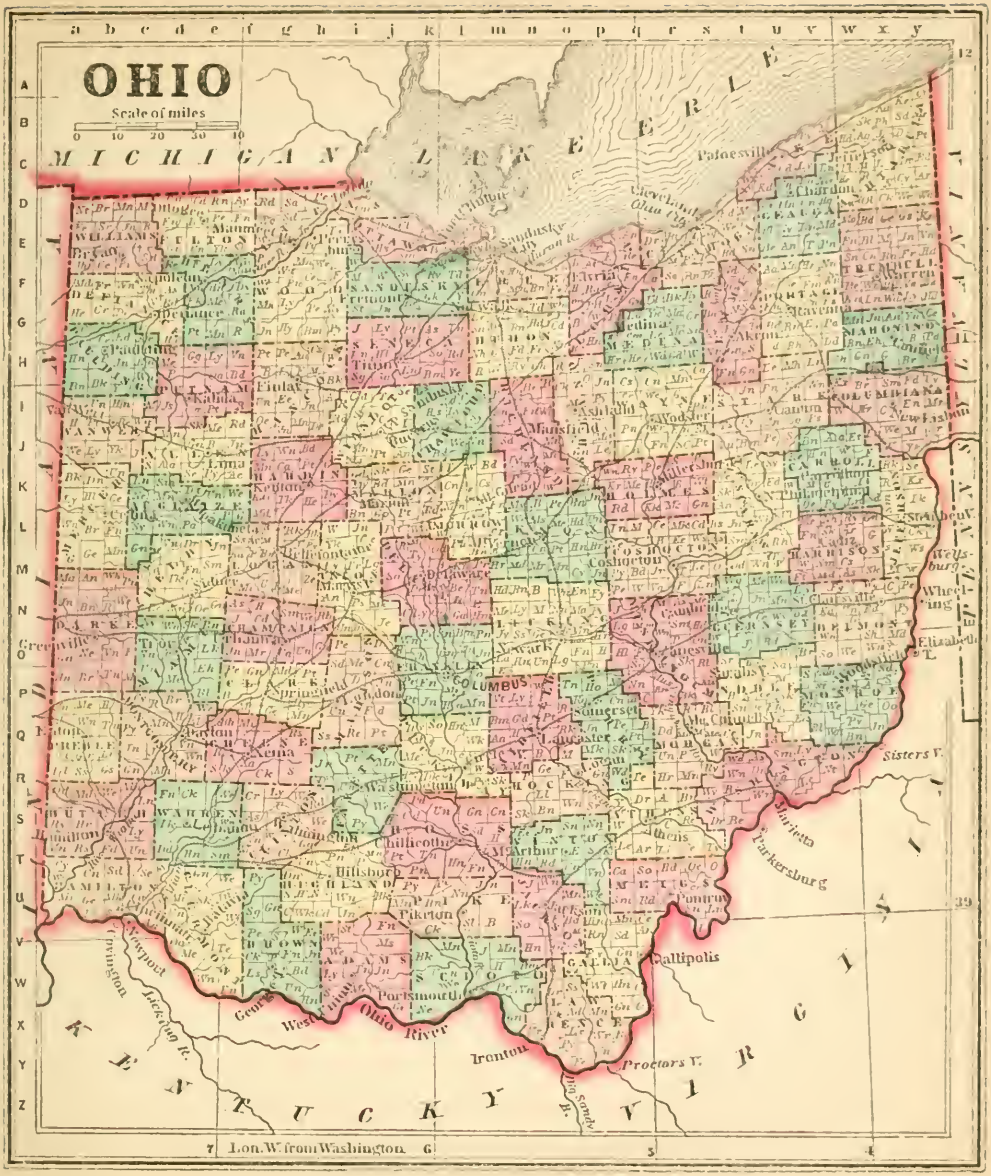
As. Adams.
Bd. Bedford.
B. Bethlehem.
Ce. Clarke.
Cd. Crawford.
F. Franklin.
Jn. Jackson.
J. Jefferson.
Ke. Keene.
Le. Lafayette.
Ln. Linton.
Mk. Mill Creek.
M. Monroe.
Ne. Newcastle.
O. Oxford.
Py. Perry.
P. Pike.
Tn. Tiverton.
Ts. Tuscarawas.
Va. Virginia.
W. Washington.
Ws. White Eyes.

CRAWFORD.

A. Auburn.
Bs. Bucyrus.
Cd. Chatfield.
C. Cranbury.
Hs. Holmes.
Ly. Liberty.
Ls. Lykens.
Sy. Sandusky.
Vn. Vernon.
We. Whetstone.

CUYAHOGA.

Bd. Bedford.
Bn. Brooklyn.
B. Brickville.
Cleveland.
D. Dover.
Ed. Euclid.
Ie. Independence.
Ml. Mayfield.
M. Middleburg.
Ng. Newburg.


OHIO
Scale of miles
0 10 20 30 40
MICHIGAN
LAKE ERIE
KENTUCKY
VIRGINIA
Ohio River
Cleveland
Sandusky
Toledo
Mansfield
Columbus
Cincinnati
Dayton
Springfield
Zanesville
Chillicothe
Portsmouth
Gallipolis
Marietta
Parkersburg
Wheeling
Wellsburg
Steubenville
Lon. W. from Washington

Od. Olmstead.
O Orange.
Pa. Parma.
Rt. Rockport.
Rn. Royalton.
Sn. Solon.
Se. Strongsville.
We. Warrensville.

DARKE.

E. Adams.
An. Allen.
Bn. Brown.
Br. Butler.
F. Franklin.
Gn. German.
Greenville.
Hn. Harrison.
Jn. Jackson.
Ma. Mississinawa.
M. Monroe.
Ne. Nevane.
Pn. Patterson.
R. Richland.
Tn. Twin.
Vn. Van Buren.
Wh. Wabash.
D. Washington.
We. Wayne.
Y. York.

DEFIANCE.

As. Adams.
Defiance.
De. Delaware.
Fr. Farmer.
He. Hicksville.
Hd. Highland.
Md. Milford.
N. Noble.
Rd. Richland.
Tn. Tiffin.
Wn. Washington.

DELAWARE.

Be. Berkshire.
Bn. Berlin.
B. Brown.
C. Concord.
Delaware.
Ga. Genoa.
Hm. Harlem
Kn. Kingston.
Ly. Liberty.
M. Marlborough.
Oe. Orange.
Od. Oxford.
Pr. Porter.
R. Radnor.
So. Scioto.
T. Thompson.
Tn. Trenton.
Ty. Troy.

ERIE.

Bn. Berlin.
Fe. Florence.
Gn. Groton.
Hn. Huron.
Ma. Margaretta.
Mn. Milan.
O. Oxford.
Ps. Perkins.
P. Portland.
Vn. Vermilion.

FAIRFIELD.

Aa. Amanda.
B. Berne.
Bm. Bloom.
Ck. Clear Creek.
Gd. Greenfield.
H. Hocking.
Ly. Liberty.
Mn. Madison.
Pt. Pleasant.
R. Richland.
Rk. Rush Creek.
V. Violet.
W. Walnut.

FAYETTE.

C. Concord.
G. Greene.
Jr Jasper.
Jn. Jefferson.
Mn. Madison.
M. Marion.
Pt. Paint.
Py. Perry.
Un. Union.
We. Wayne.

FRANKLIN.

Bl. Blendon.
B. Brown.
Cn. Clinton.
Columbus.
Fn. Franklin.
Hn. Hamilton.
Jn. Jackson (S.)
Jn. Jefferson.
Mn. Madison (S.)
Mn. Mifflin.
My. Montgomery.
Nh. Norwich.
Py. Perry.
Pn. Plain.
Pt. Pleasant.
Pe. Prairie.
Sn. Sharon.
To. Truro.
Wn. Washington.

FULTON.

Ay. Amboy.
Cd. Chesterfield.
Cn. Clinton.
D. Dover.
Fn. Franklin.
Fn. Fulton (E.)
Gn. German.
Gm. Goram.
Pe. Pike.
Rn. Royalton.
Sk. Swan Creek.
Yk. York.

GALLIA.

An. Addison.
C. Clay.
Ce. Cheshire.
Gallipolis.
Gn. Green.
Gd. Greenfield.
Gn. Guyan.
Hn. Harrison.
Hn. Huntingdon.
Mn. Morgan.
O. Ohio.
Py. Perry.
Rn. Raccoon.
Sd. Springfield.
Wt. Walnut.

GEAUGA.

An. Auburn.
Be. Bainbridge.
Bn. Burton.
Charlon.
Cr. Chester.
Cn. Claridon.
Hn. Hampden.
Hg. Huntsburg.
Md. Middlefield.
Mc. Montville.
Mn. Munson.
Ny. Newbury.
Pn. Parkman.
Rl. Russell.
Th. Thompson
T. Troy.

GREENE.

Bh. Bath.
B. Beaver Creek.
Ck. Cæsar Creek.
Mi. Miami.
Rs. Ross.
S. Silver Creek.
Sk. Sugar Creek.
Xenia.

GUERNSEY.

A. Adams.
Cambridge.
Ce. Centre.
J. Jackson.
Jn. Jefferson.
Kx. Knox.
L. Liberty.
Ly. Londonderry.
M. Madison.
Mc. Monroe.
Od. Oxford.
Rd. Richland.
Sr. Spencer.
Wa. Washington.
W. Westland.
Wg. Wheeling.
Ws. Wills.

HAMILTON.

An. Anderson.
Cincinnati.
Cn. Colerain.
Ca. Columbia.
Cy. Crosby.
Di. Delhi.
Ge. Greene.
Mi. Miami.
Mk. Mill Creek.
Se. Sycamore.
Sd. Springfield.
S. Storrs (S.)
S. Symmes
Wr. Whitewater.

HANCOCK.

An. Allen.
A. Amanda.
Bk. Big Lick.
B. Blanchard.
C. Cass.
De. Delaware.
Ee. Eagle.
Findlay.
Jn. Jackson.
Ly. Liberty.
Mn. Madison.
M. Marion.
Oe. Orange.
Pt. Pleasant.
Pe. Portage.
Un. Union.
Vn. Van Buren.
Wn. Washington.

HARDIN.

Bd. Blanchard.
Ca. Cessna.
Dy. Dudley.
G. Goshen.
He. Hale.
Ly. Liberty.
Mn. Marion.
Md. McDonald.
Pt. Pleasant.
Kenton.
Rd. Roundhead.
Tk. Taylor Creek.
Wn. Washington.

HARRISON.

Ar. Archer.
As. Athens.
Cadiz.
Fn. Franklin.
Ft. Freeport.
Gn. German.
G. Greene.
Mn. Monroe.
Md. Moorefield.
Nh. North.
Nm. Nottingham.
Ry. Rumley.
Sk. Short Creek.
Sc. Stock (S.)
W. Washington.

HENRY.

Ds. Damascus.
Fk. Flat Rock.
F. Freedom.
Hn. Harrison.
Ly. Liberty.
Mn. Marion.
Me. Monroe.
Napoleon.
Pt. Pleasant.
Rn. Richfield.
Re. Ridgeville.
Wn. Washington.

HIGHLAND.

Bk. Brush Creek.
C. Clay.
Cd. Concord.
Dn. Dodson.
Fd. Fairfield
H. Hamar.
Jn. Jackson.
L. Liberty.
Mn. Madison.
N. New Market.
P. Paint.
S. Salem.
Un Union.
Wk. White Oak.

HOCKING.

Bn. Benton.
F. Falls.
Logan.
Ge. Good Hope.
Gn. Green.
L. Laurel.
M. Marion.
P. Perry.
Sk. Salt Creek.
Sr. Starr.
Wd. Ward.
Wn. Washington.

HOLMES.

B. Berlin.
Gn. German.
H. Hardy.
Millersburg.
Kk. Killbuck.
Kx. Knox.
Mc. Mechanic.
Mc. Monroe.

P. Paint.
Pe. Prairie.
Rd. Richland.
Ry. Ripley.
S. Salt Creek.
Wt. Walnut Creek.
Wn. Washington.

HURON.

Bn. Bronson.
Cd. Clarksfield.
Fd. Fairfield.
Fe. Fitchville.
G. Greenfield.
Gh. Greenwich.
Hd. Hartland.
Le. Lyme.
N. New Haven.
Nn. New London.
Norwalk.
Nh. Norwich.
P. Peru.
R. Richmond.
R. Richfield (N.)
Ry. Ripley.
Sn. Sherman.
Td. Townsend.
Wn. Wakeman.

JACKSON.

Bd. Bloomfield.
F. Franklin.
Hn. Hamilton.
J. Jackson.
Jn. Jefferson.
Lk. Lick.
Mn. Milton.
So. Scioto.
Wn. Washington.

JEFFERSON.

Bk. Brush Creek.
Ck. Cross Creek.
Ik. Island Creek.
Kx. Knox.
M. Mount Pleasant
R. Ross.
Sm. Salem.
Se. Saline.
Sd. Smithfield.
Steubenville.
W. Warren.
W. Wayne (S.)
Ws. Wells.

KNOX.

B. Berlin.
Bn. Brown.
Br. Butler.
Cy. Clay.
Cn. Clinton.
Hn. Harrison.
Hr. Hillier.
Hd. Howard.
Jn. Jackson (S.)
Jn. Jefferson.
Ly. Liberty.
My. Middlebury.
Md. Milford.
Mr. Miller.
Me. Monroe.
Mn. Morgan.
Ms. Morris.
Pe. Pike.
Pt. Pleasant.
Un. Union.
We. Wayne.

LAKE.

Cd. Concord.
Kd. Kirtland.
Ly. Leroy.
M. Madison.
Mr. Mentor.
Painesville.
Py. Perry.
W. Willoughby.

LAWRENCE.

Ad. Aid.
Dr. Decatur.
Eh. Elizabeth.
Fe. Fayette.
Le. Lawrence.
Mn. Mason.
Py. Perry.
Re. Rome.
Ss. Symes.
Un. Union.
Ur. Upper.
W. Washington.
Wr. Windsor.

LICKING.

Bn. Bennington(N)
Bn. Bowling Green.
B. Burlington.
En. Eden.
Ea. Etna.
Fy. Fallsbury.
Fn. Franklin.
Ge. Granville.
Hr. Hanover.
Hn. Harrison.
Hd. Hartford.
H Hopewell.
Jy. Jersey.
Ly. Liberty.
Lg. Licking.
Lm. Lima.
M. McKean.
Mn. Madison.
Mt. Mary Ann
Mc. Monroe.
Nk. Newark.
Nn. Newton.
Py. Perry.
Ss. St. Albans.
Un. Union.
Wn. Washington.

LOGAN.

Ba. Bloomfield.
Bk. Bokes Creek.
Hn. Harrison.
J. Jefferson.
Bellefontaine.
L. Liberty.
M. McArthur.
Mi. Miami.
Mc. Monroe.
Py. Perry.
P. Pleasant.
R. Richland.
Rk. Rush Creek.
Ss. Stokes.
U. Union.
W. Washington.
Ze. Zane.

LORAIN.

At. Amherst.
An. Avon.
Br. Black River.
B. Brighton (S.)
B. Brownhelm.
Cn. Camden.
C. Carlisle.
Ca. Columbia.
En. Eaton.
E. Elyria.
Gn. Grafton.
H. Henrietta.
Hn. Huntingdon.
Le. La Grange.
P. Penfield.
Pd. Pittsfield.
Re. Ridgeville.
Rr. Rochester.
Ra. Russia.
S. Sheffield.
W. Wellington.

LUCAS.

On. Oregon.
P. Providence.
Rd. Richfield.
Sd. Springfield.
Sa. Sylvania.
We. Waterville.
W. Waynefield.
Maumee City.
Wg. Wing.

MADISON.

Cn. Canaan.
D. Darby (N.)
D. Deer Creek.
Fd. Fairfield.
Jn. Jefferson.
Mc. Monroe.
Pe. Pike.
Pt. Pleasant.
Re. Range.
Sd. Somerford.
Ss. Stokes.
Un. Union.
London.

MAHONING.

An. Austin.
Br. Beaver.
Bn. Berlin.
B. Boardman.
Canfield.
Ce. Coitsville.
Eh. Ellsworth.
Gn. Goshen.
G. Green.
Jn. Jackson.
Mn. Milton.
Pd. Poland.
Sh. Smith.
Sd. Springfield.
Yn. Youngstown.

MARION.

Bd. Big Island.
Bn. Bowling Green.
C. Claridon.
Gd. Grand.
Ge. Grand Prairie.
Gp. Green Camp.
Mn. Marion.
My. Montgomery.
Pl. Pleasant.
Pt. Prospect (S.)
Rd. Richland.
Sk. Salt Rock.
St. Scott.
Wo. Waldo.

MEDINA.

Bk. Brunswick.
Cm. Chatham.
Gr. Grainger.
Gd. Guilford.
He. Harrisonville.
Hy. Hinckley.
Hr. Homer.
Le. La Fayette.
Ld. Lichfield.
Ll. Liverpool.
Ma. Medina.
Mc. Monteville.
Sn. Sharon.
S. Spencer.
W. Wadsworth.
Wd. Westfield.
Yk. York.

MEIGS.

Bd. Bedford.
Cr. Chester.
Ca. Columbia.
Ln. Lebanon.
L. Letart.
O. Olive.
Oe. Orange.
Rd. Rutland.
S. Salisbury.
Pomeroy.
Sm. Salem.
So. Scipio.
Su. Sutton.

MERCER.

Bk. Black Creek.
Br. Butler.
Ce. Centre.
Dn. Dublin.
Fn. Franklin.
G. Gibson.
Ge. Granville.
Hl. Hopewell.
Celina.
Ly. Liberty.
Mn. Marion.
Un. Union.
Wn. Washington.

MIAMI.

Bl. Bethel.
Bn. Brown.
C. Concord.
Troy.
Eh. Elizabeth.
Lk. Lost Creek.
Me. Monroe.
Nn. Newton.
Ny. Newbury.
Sk. Spring Creek.
S. Staunton.
Un. Union.
Wn. Washington.

MONROE.

A. Adams.
Bl. Bethel.
C. Centre.
Woodsfield.
Fn. Franklin.
Ge. Greene.
Jn. Jackson.
Ma. Malaga.
Oo. Ohio.
Py. Perry.
S. Salem (E.)
S. Seneca.
Sy. Sunbury.
Sd. Switzerland.
Wn. Washington.
We. Wayne.

MONTGOMERY.

Br. Butler.
C. Clay.
Dayton.
Gn. German.
H. Harrison.
Jn. Jackson.
J. Jefferson.
M. Mad River.
Mi. Miami.
Py. Perry.

R. Randolph.
Vn. Van Buren.
Wn. Washington.
We. Wayne.

MORGAN.

B. Bloom.
Bl. Bristol
Ce. Centre.
Dd. Deerfield.
Hr. Homer
Ma. Malta.
Mn. Marion.
Mc. Meigsville.
M. Morgan.
McConnellsville
P. Penn.
Ry. Roxbury.
Un. Union.
W. Windsor.
Yk. York.

MORROW.

B. S. Bloomfield.
Bd. Bloomfield(N.)
Bn. Bennington.
Cn. Canaan.
Cr. Chester.
Cs. Congress.
Fn. Franklin.
G. Gilead.
Mt. Gilead.
Hy. Harmony.
L. Lincoln.
Mn. Morven.
Pu. Peru.
T. Tilly.
W. Washington.
W. Westfield.

MUSKINGUM.

As. Adams.
Bk. Blue Rock.
C. Clay.
F. Falls.
Hn. Harrison.
Hd. Highland.
Hl. Hopewell.
J. Jackson.
Je. Jefferson.
Lg. Licking.
M. Madison.
Ms. Meigs.
Me. Monroe.
Mm. Muskingum.
Nn. Newton.
P. Perry.
Rl. Rich Hill.
Sm. Salem.
Sk. Creek.
Sf. Springfield.
Un. Union.
Wn. Washington.
W. Wayne.
Zanesville.

NOBLE.

B. Brookfield.
Bo. Buffalo.
Br. Beaver.
Ce. Centre.
Eh. Enoch.
Ek. Elk.
J. Jefferson.
Jn. Jackson
M. Marion.
N. Noble.
Oc. Olive.
Sa. Seneca.
Sarahsville.
Sk. Stock.
Sn. Sharon.
We. Wayne.

OTTAWA.

B. Bay.
Bn. Benton.
Cl. Carroll.
C. Clay.
Dy. Danbury.
E. Erie.
Hs. Harris.
Pe. Portage.
Port Clinton.
Sm. Salem.
Vr. Van Rensselaer.

PAULDING.

Ac. Anglaize.
Bn. Benton.
Bn. Brown (E.)
C. Carryall.
Ce. Crane.
Hn. Harrison.
Jn. Jackson.
Wn. Washington.

PERRY.

B. Bearfield.
Cn. Clayton.
H. Harrison.
Ho. Hopewell.
Jn. Jackson.
M. Madison.
Mk. Monday Creek.
Mr. Monroe.
Pe. Pike.
Rg. Reading.
Somerset.
Sk. Salt Lick.
Th. Thorn.

PICKAWAY.

C. Circleville.
Dy. Darby.
Dk. Deer Creek.
Hn. Harrison.
Jn. Jackson.
M. Madison.
Mc. Monroe.
Mg. Muhlenburg.
Py. Perry (W.)
Py. Pickaway.
Sk. Salt Creek.
So. Scioto.
Wk. Walnut Creek.
W. Washington.
We. Wayne.

PIKE.

B. Beaver.
Bn. Benton.
Ck. Camp Creek.
Jn. Jackson.
Mn. Mifflin.
Nn. Newton.
Pe. Preble.
Py. Perry.
Sl. Seal.
Piketon.
S. Sunfish.

PORTAGE.

Ar. Atwater.
Au. AURORA.
Bd. Brimfield.
Cn. Charleston.
Dd. Deerfield.
Eg. Edinburg.
Fn. Franklin.
Fm. Freedom.
Hm. Hiram.
Ma. Mantua.
Nn. Nelson.
Ps. Paris.
Pa. Palmyra.
Rh. Randolph.
Ravenna.
Rn. Rootstown.
Se. Shallersville.
So. Streetsboro.
Sd. Suffield.
Wm. Windham.

PREBLE.

Dl. Dixon.
Gr. Gasper.
Gs. Gratis.
H. Harrison.
Is. Israel.
J. Jackson.
Jn. Jefferson.
Lr. Lanier.
Me. Monroe.
Ss. Somers.
Tn. Twin.
Wn. Washington.
Eaton.

PUTNAM.

Bd. Blanchard.
Gg. Greensburg.
Js. Jennings.
Ly. Liberty.
M. Monterey.
Oa. Ottawa.
Py. Perry.
Pt. Pleasant.
R. Riley.
Sk. Sugar Creek.
Ur. Union.
Kalida.
Vn. Van Buren.

ROSS

B. Buckskin.
Cn. Colerain.
Cd. Concord.
Dd. Deerfield.
Fn. Franklin.
Gn. Green.
H. Harrison.
Hn. Huntingdon.
J. Jefferson.
L. Liberty.
Pt. Paint.
Pn. Paxton.
Chilicothe.
Sd. Springfield.
Tn. Twin.
Un. Union.

SANDUSKY.

Bc. Ballsville.
Gk. Green Creek.
Jn. Jackson.
M. Madison.
Ry. Riley.
Sy. Sandusky.
Fremont.
St. Scott.
Td. Townsend.
W. Washington.
W. Woodville (W.)
Y. York.

SCIOTO.

Bm. Bloom.
Bk. Brush Creek.
C. Clay.
Gn. Green.
H. Harrison.
J. Jefferson.
Mn. Madison.
Mn. Morgan (W.)
Nc. Nile.
Pr. Porter.
Un. Union.
Vn. Vernon.
W. Washington.
W. Wayne (E.)
Portsmouth.

SENECA.

As. Adams.
Bm. Bloom.
C. Clinton.
En. Eden.
Hl. Hopewell.
J Jackson.
Ly. Liberty.
Ln. Loudon.
Pt. Pleasant.
Rd. Reid.
Sa. Seneca.
So. Scipio.
Tn. Thompson.
Vt. Venice.

SHELBY.

C. Clinton.
Sydney.
Cn. Cynthiana.
Dr. Dinsmoor.
Fn. Franklin.
Gn. Green.
Jn. Jackson.
Lo. Loramie.
M. McLean.
Oc. Orange.
Sm. Salem.
Tk. Turtle Creek.
Vn. Van Buren.
Wn. Washington.

STARK.

Bm. Bethlehem.
Cn. Canton.
Jn. Jackson.
Lc. Lake.
L. Lawrence.
Ln. Lexington.
Mh. Marlborough.
Nn. Nimishilien.
Og. Osnaburg.
Ps. Paris.
Py. Perry.
Pe. Pike.
Pn. Plain.
S. Sandy.
Su. Sugar Creek.
Ts. Tuscarawas.
Wn. Washington.

SUMMIT.

Bh. Bath.
Bn. Boston.
Cy. Copley.
Cn. Coventry.
Fn. Franklin.
Gn. Green.
Hn. Hudson.
N. Northampton.
Nd. Northfield.
Nn. Norton.
Pe. Portage.
Akron.
R. Richfield.
S. Springfield.
Sw. Stow.
Tl. Tallmadge.
T. Twinsburg.

TRUMBULL.

Ba. Bazetta.
Bd. Bloomfield.
Be. Braceville.
Bl. Bristol.
Bd. Brookfield.

Cn. Champion.
Fn. Farmington.
Fr. Fowler.
Ge. Greene.
Gs. Gustavus.
Hd. Hartford (E.)
Hd. Howland.
Hd. Hubbard (S.)
Jn. Johnson.
Kn. Kinsman.
Ly. Liberty.
Ln. Lordstown.
M. Mecca.
Ms. Mesopotamia.
Nn. Newton.
Sn. Southington.
Vn. Vernon.
Va. Vienna.
Wn. Warren.
Wd. Weathersfield.

TUSCARAWAS.

Au. Auburn.
Bs. Bucks.
Dr. Dover.
Fd. Fairfield.
N. Philadelphia.
Jn. Jefferson.
Le. Lawrence.
Od. Oxford.
Py. Perry.
Rh. Rush.
Sm. Salem.
Sy. Sandy.
Sk. Sugar Creek.
Ul. Union.
Wn. Warren.
Wk. Warwick.
Wn. Washington.
Wc. Wayne.
Y. York.

UNION.

An. Allen.
Ce. Claiborne.
Dy. Darby.
Jn. Jackson.
Je. Jerome.
Lg. Leesburg.
Ly. Liberty.
Mk. Mill Creek.
Ps. Paris.
Marysville.
Tr. Taylor.
Un. Union.
W. Washington.
Yk. York.

VAN WERT.

H. Harrison.
Hd. Hoagland.
J. Jennings.
Ly. Liberty.
Pt. Pleasant.
Van Wert.
Re. Ridge.
T. Tulley.
Un. Union.
Wn. Washington.
We. Willshire.
Yk. York.

VINTON.

Cn. Clinton.
Ec. Eagle.
E. Elk.
McArthur.
Hn. Harrison.
Jn. Jackson.
Nn. North Brown.
Rd. Richland.
S. South Brown.
Sn. Swan.
Vn. Vinton.
We. Wilkesville.

WARREN.

Ck. Clear Creek.
Dd. Deerfield.
Fn. Franklin.
Hn. Hamilton.
Sm. Salem.
Tk. Turtle Creek.
Lebanon.
Wn. Washington.
We. Wayne.

WASHINGTON.

As. Adams.
A. Aurelius.
B. Barlow.
Be. Belpre.
Dr. Decatur.
Fg. Fearing.
G. Grand View.
Le. Lawrence.
Ly. Liberty.
L. Ludlow.
Marietta.
Nt. Newport.
Sm. Salem.
Un. Union.
Wn. Warren.
Wd. Waterford.
Wn. Watertown.
Wy. Wesley.

WAYNE.

Bn. Baughman.
Cn. Canaan.
Cr. Chester.
Ca. Chippewa.
Cn. Clinton (S.)
Cs. Congress.
En. East Union.
Fn. Franklin.
G. Green.
Mn. Milton.
Pt. Paint.
Pn. Plain.
Sc. Salt Creek.
Sk. Sugar Creek.
We. Wayne.
Wr. Wooster.

WILLIAMS.

Br. Bridgewater.
B. Brady.
Ce. Centre.
Fe. Florence.
Jn. Jefferson.
Mn. Madison.
M. Mill Creek.
Nt. North West.
Pi. Pulaski.
Jh. Joseph.
Sd. Springfield.
Sr. Superior.

WOOD.

Bm. Bloom.
Ce. Centre.
F. Freedom.
Hy. Henry.
Jn. Jackson.
Le. Lake.
Ly. Liberty.
Mn. Middletown.
Mn. Milton (W.)
My. Montgomery.
Py. Perry.
Pg. Perrysburg.
Pn. Plain.
Pe. Portage.
Wn. Washington.
Wr. Webster.
Wn. Weston (W.)

WYANDOTT.

Am. Antrim.
C. Crane.
U. Sandusky.
Cd. Crawford.
E. Eden.
J. Jackson.
Ms. Marseilles.
Mn. Mifflin.
Pt. Pitt.
Rd. Richland.
R. Ridge.
Sm. Salem.
Se. Sycamore.
T. Tyemochtee.

OHIO ranks as the third state of the Union in population, wealth, and general importance. Its territory has a general length E. and W. of about 200 m., with an average breadth of 145 m., and a total area of 39,964 sq. m. Most of the surface consists of elevated table-land: this is somewhat diversified, though it contains only a few sections raised above the general level. The elevation above sea-level of the central section is about 1000 ft., while that of other portions is from 600 to 800 ft. There are two great natural divisions, consisting of the slope towards the Ohio River and the slope towards Lake Erie. These are of unequal size or extent, the former being considerably the largest; and they are formed by a ridge of highlands, extending through the north-east part of the State in W. S. W. direction. The northern part of the Ohio slope is mainly an elevated plain, but it is terminated on the south side (near the middle of the State) by a low ridge, and south of this the surface is diversified. There is a range of hills near the Ohio River, following its course, which are in some places 200 or 300 ft. high. In the N. and N. W. parts there are several extensive tracts of marshy land. The principal rivers flowing into the Ohio not only have much longer courses than those flowing into Lake Erie, but they have a much larger volume; these are the Muskingum, Scioto, Little Miami, and Miami. The largest flowing into Lake Erie are, Cuyahoga.

Sandusky, and Maumee. Some of the small streams of the interior have rapid courses, affording much available water-power. The Lake Erie coast comprises several harbors at the mouths of the rivers. The greater part of the country was originally covered with magnificent forests of beech, sugar, maple, hickory, oak, and whitewood. The natural meadows are most numerous in the central portions. The river bottoms are of unusual width, and are of the most productive character.

The first permanent settlement was commenced 7th April, 1788, in Marietta, by a company of New Englanders, under the lead of Gen. Rufus Putnam. According to the census of 1800, the territory contained 45,365 inhabitants, of whom 337 were free colored persons. The State was organized in 1803; and its total population in 1810 was 230,760; in 1820, 581,434; in 1830, 937,903; in 1840, 1,519,467; and in 1850, 1,980,329. At the last census, the classes were—whites, 1,955,050; free colored, 25,279. The relative proportion of the free colored has been steadily increasing from 1790, and amounted in 1850 to a little more than 1¼ per cent. In respect to nativity, the whole population was classified thus: Born in the State, 1,219,432; in other States, 538,121; in foreign countries, 218,512; and of unknown origin, 4,261. The number from other States consisted of—200,634 from Pensylvania; 85,762 from Virginia; 83,979 from New York; 36,698 from Maryland; 23,532 from New Jersey; 22,855 from Connecticut; 18,763 from Massachusetts; 14,320 from Vermont; 13,829 from Kentucky; 7,377 from Indiana, etc. The foreign-born amounted to one-ninth of the total population: their number consisted of 112,051 from Germany; 51,562 from Ireland; 25,660 from England; 7,375 from France; 5,880 from British American countries; 5,849 from Wales; 5,232 from Scotland, etc. About one-half of the free colored were born in the State; their number consisted of 14,265 mulattoes, and 11,014 blacks. The ratio of the increase of the whole population from 1840 to 1850 was 30½ per cent.; while during each of the two periods of ten years immediately preceding, it was over 61 per cent. This result is attributable to the emigration of citizens westward. In 1850, the reported number of persons who were born in Ohio, but were then living in other States, was 295,453; consisting of 120,193 in Indiana, 64,219 in Illinois, 30,713 in Iowa, 14,677 in Michigan, 12,737 in Missouri, 11,402 in Wisconsin, etc.

Agriculture has been, and is now, the main source of the general prosperity of Ohio. More than nine-tenths of the surface may be profitably cultivated, and the greater portion of this is very fertile. Previous to the opening of the Erie canal (in 1825), and the construction of the principal Ohio canals (during 1825–32), the business of the inhabitants was almost exclusively agricultural; and since there were no good means of transporting produce to the eastern markets, it was comparatively useless to raise more of the several crops than was required at home.

Upon the completion of these great channels of trade with the Eastern States, the vast productive capacity of Ohio was rendered immediately available. According to the census of 1850, the crops of Ohio, in the year 1849, compared with the totals of the same in the entire Union, were nearly as follows: Corn, one-tenth; wheat, one-seventh; hay, one-ninth; buckwheat, one-fourteenth; oats, one-eleventh; barley, one-fourteenth; potatoes, Irish, one-thirteenth; tobacco, one-nineteenth, etc. Since the last census, there has been a general

increase of the principal crops, except as affected by droughts. The relative rank of Ohio in respect to its live-stock is somewhat higher. It has about one-fifth of all the sheep in the Union, producing also one-fifth of all the wool clipped; one-ninth of the horses; one-fourteenth of the neat cattle, exceeding every State except New York; one-fifteenth of the swine; and the product realized from animals slaughtered, and from butter, cheese, etc., are of correspondingly great amounts. In 1850, the number of farms reported was 143,807, containing 9,851,493 acres of improved, and 8,146,100 of unimproved land, all valued at $358,758,603, averaging to each farm 125 acres, worth $2,495. In the vicinity of Cincinnati, more attention has been given to the cultivation of vineyards than in any other part of America.

The annual product from "manufactures, mining, and the mechanic arts," in this State, in 1850, was greater than that of all the States situated west and north-west of it, exclusive of Missouri. In that year there were 10,622 establishments, each producing to the value of $500 or over yearly, employing a capital of $29,019,538 and 51,489 persons, and producing annually $62,647,259. The product from the branch of iron casting was $3,069,350; pig iron, $1,255,850; wrought iron, $1,27,849—aggregate of these productions of iron, $4,453,049. From tanneries, $1,964,591; woolen manufactories, $1,111,027; cotton do., $394,700. The distilleries and breweries, 58 in number, had a capital of $1,262,794, and employed 1,033 hands; and it appears that their product of whiskey and high wines amounted to 11,865,150 galls., being much more than was produced of these articles in any other State, and more than one-fourth of all produced in the Union; while the product of ale, etc., amounted to 96,943 bbls. Hamilton County, containing Cincinnati, etc., had one-fourth of the capital in the total manufactures, employed nearly one-third of all the persons thus engaged, and produced two-fifths of the total product of the State. Ohio possesses abundant facilities for manufacturing; coal is so abundant that steam may be cheaply substituted for water-power, and besides its reliable and extensive home-market, it can now readily transport its productions to every part of the Union and to foreign countries.

Ohio contains no large variety of minerals, but is rich in the most important ones—coal and iron. The coal fields are estimated to underlie one-third of the surface of the State, but the principal deposits appear to lie in a belt extending from the Ohio, between the Scioto and Muskingum Rivers, in N. N. E. direction, nearly to Lake Erie. The coal is bituminous, and lies so near the surface that in many places it is easier to dig for fuel than to chop for it. The principal points where the coal mines have been worked are in Summit Co. in the N. part of the State, and in Athens and Meigs Cos. in the S. S. E. part. The amount dug in 1854 in seventeen principal coal-producing counties was estimated at about 24,000,000 bush. The principal bed of iron ore extends through the Counties of Lawrence, Gallia, Jackson, Meigs, Vinton, Athens, and Hocking, in a belt 12 miles wide and over 100 m. long; this iron is of the best quality for fine castings. The salt springs are very valuable; the principal wells are—on Yellow Creek, above Steubenville; on Will's Creek; on Muskingum River, from the Coshocton to its mouth; on the Hockhocking, and on Leading Creek. At the lower wells, on the Muskingum, a pound of salt is obtained from a gallon of brine. Limestone, sandstone, and other building material, are found in many counties.

The internal improvements of Ohio are very numerous. Most of the canals were constructed at the expense of the State, and at an early period, or before the introduction of railroads. The two principal canals were commenced in 1825 and completed in 1832, each being 40 ft. wide and 4 ft. deep. The Ohio Canal is 307 m. long, extending from Portsmouth, Ohio River, to Cleveland, on Lake Erie, and has 147 locks; it has also five branches, with aggregate length of 114 m., making the total length of 421 m. The Miami Canal extends from Cincinnati to Toledo, is 270 m. long, has 102 locks, and its branch lines are 45 m. long. These, with the other canals, and the Muskingum Improvement, have a total length of 827 m., which cost $15,359,995. Two other canals, owned by companies, are each about 77 m. long (part in Pennsylvania), and each cost about $2,000,000. None of the canals are first-class works, and their improvement has been prevented by the general introduction of railroads.

Railroads extend through every section of Ohio, so that all of the cities and large villages enjoy their advantages. The total length of the lines now in operation is nearly 3,000 m. These routes are quite uniformly distributed, and none of them are remarkably pre-eminent over the rest, because travel and commerce are not, as in some other States, forced into particular channels by the natural configuration of the country. Four of the railroads were commenced in 1836, but their construction was retarded by the prostration of business which soon followed, and they were finally completed about the same time—1845-6, viz: Mad River and Lake Erie R. R., from Sandusky to Springfield, 134 m.; Little Miami R. R., from Springfield to Cincinnati, 84 m.; Lake Erie and Kalamazoo R. R., from Toledo to Adrian, Mich., 33 m., and the Mansfield and Sandusky R. R., 56 miles. The more recently constructed lines, most of which have been completed since 1850, have been built mainly to supply the actual local wants of their respective sections, but they combine in the formation of great lines of through travel and freight traffic. There are five continuous routes across the State in east and west direction, and as many from north to south.

In 1851, the exports of the agricultural or strictly domestic produce of Ohio were estimated, from reliable data, to amount, in market value, to $30,000,000, and the exports of manufactured articles to $10,000,000. At that time three-fourths of the flour and grain were exported through the ports on Lake Erie, while more than three-fourths of the live-stock, pork, provisions, and whiskey were exported through the ports of the Ohio River. The products of Louisiana, etc., are distributed through Cincinnati, even to the shores of the lakes. During 1855 the total exports from Cincinnati amounted to $60,000,000, and it is believed that the corresponding trade of the Lake Erie ports had increased at about the same ratio over the amounts of 1851.

The amount of tonnage owned in Ohio has increased very rapidly within three years; in 1853, it consisted of 64,333 tons; in 1854, 80,860; and in 1855, 94,606. Of the amount in the last year, 51,078 tons were owned in the District of Cuyahoga, (Cleveland,) and 28,713 tons in Cincinnati, the remainder being divided with Toledo and Sandusky. All of the Cincinnati tonnage is employed in steam navigation, and about one-third of the Cleveland tonnage. In each of the last two years the amount of tonnage built was somewhat more than 17,000 tons.

The direct commerce with Canada, and other-

wise with foreign countries, amounted during 1855 to the value of $847,143 in exports, and $600,656 in imports—total, $1,447,799. This branch of trade fluctuates, but was about the same during the preceding year.

Cities and populous villages are more numerous in Ohio than in any other of the Western States. The following table shows the population of the largest places (exclusive of Cincinnati), as definitely ascertained at the time of each census, from 1830 to 1850, followed by an estimate of their population in 1856. The population given for Cleveland includes that of its former suburb, Ohio City. The results of some special enumerations are mentioned with the descriptions of these cities.

	1830	1840	1850	1856.
Cleveland	1,076	6,071	23,409	50,000
Dayton	2,965	6,067	10,977	27,500
Columbus	2,438	6,048	17,882	25,000
Toledo	——	1,222	3,829	12,800
Zanesville	3,094	4,766	7,929	11,750
Chilicothe	2,846	3,977	7,100	10,500
Steubenville	2,937	5,203	7,224	10,000
Sandusky	351	1,200	5,087	10,000
Portsmouth	1,064	——	4,011	6,500
Piqua	1,481	3,277		5,000

Columbus, on the Scioto River, 120 m. from Cincinnati, was laid out in 1812, and shortly afterward was selected as the capital of the State. The city has a level site, and its plan is regular, comprising very wide and uniform streets. The State House is the largest and most costly edifice of the kind in the United States; it is 304 ft. long by 184 wide, covering an area of 55,936 sq. ft., and the height of the top of its rotunda is 157 ft. The principal State institutions are established at this place. The Ohio Lunatic Asylum, founded in 1836, occupies a brick building of great size, that cost $150,000, and usually contains about 300 patients. The Institution for the Blind, established in 1834, has a handsome brick edifice, with some 70 pupils. The Institution for the Deaf and Dumb, established in 1824, possesses a fine building, and usually contains 130 pupils. The Ohio Penitentiary is a massive edifice, and, with its workshops and grounds, has an area of six acres. The city contains several other public buildings of note, among which is the edifice of Starling Medical College, which institution was founded upon a legacy of $50,000.

The City of Cincinnati is situated in a beautiful valley, three miles in diameter, intersected from east to west by the Ohio River, and is surrounded by a range of circular hills, which rise by gentle slopes about 400 ft. above the river. Distance from the mouth of the Ohio, by the river's course, 497 m.; from Louisville, 138; from Pittsburg, 459. Latitude 39° 6′ 30″ N.; longitude, 84° 26′ 1″ W.; elevation above the level of the sea, 540 ft. The width of the river in front of the city is about one-third of a mile, its mean annual range from low to high water is about 50 ft., and its depth in summer is sometimes insufficient for navigation to places above. The city is now about four miles in length, and of unequal width; it is mainly built upon two terraces, respectively 50 and 108 ft. above low-water mark; the margin of the first was originally steep, but has been graded to a gentle declivity; the second ascends gradually northward, terminating at the base of the hills. The central portions are compactly and handsomely built, with streets about 66 ft. wide. The public landing or levee is a large area with 1000 ft. front. The shore is furnished with floating wharves, adapted to the great variation in the height of the river. The portions of the city that

are mainly occupied by private dwellings, are generally laid out in handsome manner, and lined with shade-trees. There are many elegant residences on the hill-sides, interspersed among the gardens and vineyards. Upon the eminence, called Mt. Adams, is the edifice of the Cincinnati Observatory, which contains one of the largest and best telescopes in the world. Several of the principal public buildings are of great size and costly construction. The Burnet House, which cost $300,000, is one of the largest hotels in the United States, and there are other very large hotels. The Catholic Cathedral cost $100,000, and has a spire 250 ft. high. Other buildings are, the City Hall, Melodeon, Masonic Hall, and Cincinnati College. The city is supplied with water raised from the river with a reservoir which holds 5,000,000 galls. The manufactures are varied, and correspond in extent to the population and trade of the city. The settlement was first begun on 26th Dec., 1788; the first newspaper was published, 9th Nov., 1793; and in 1795 the number of inhabitants was about 650. Progress in population:

1800 750	1830...24,831	1850..115,435
1810....2,540	1840...46,338	1853..160,186
1820....9,642	1845...74,699	1856..———

If the population of the suburbs (embracing not only the adjacent villages, but also Covington and Newport on the Kentucky side) be included, the aggregate pop. at the present time is about 200,000.

Cleveland is situated on both sides of Cuyahoga River, at its entrance into Lake Erie, and mainly upon an elevated plain. Its general appearance is very agreeable; it is planted with groves of forest-trees, and contains several elegant squares and public places. The amount of trade has wonderfully increased within ten years, owing to the extension of the railroads through the interior of Ohio, by which immense quantities of agricultural and other products have been brought to its wharves for shipment. The harbor is deep enough for the largest vessels on the lake, but at its entrance there is a bar, which is only kept down by continual dredging. In 1854, the former suburb of Ohio City, on the west side of the river, was consolidated with Cleveland; at which time the population consisted of 34,500 in Cleveland, and 10,982 in Ohio City—total, 45,482.

Dayton, on the Miami River, 60 m. N. N. E. of Cincinnati, is noted for the variety and extent of its manufactures, its railroad connections, and its business generally. Abundance of water-power is obtained by the hydraulic canal, constructed in 1845, by which the water of Mad River is brought through the city. In its vicinity there are quarries of excellent limestone, great quantities of which are sent to Cincinnati. Population in 1853, 16,562.

Toledo has a beautiful location on the Maumee River, 3 m. from its mouth, near the W extremity of Lake Erie. Its harbor is naturally the best of all on the Great Lakes, and from its position it becomes the natural outlet for an immense section of country, unsurpassed in fertility of soil and the rapid growth of its population. The great feature of the city is its trade, and this is increasing yearly. Population in 1854, 11,473.

Zanesville, on Muskingum River, 80 m. from its mouth and 59 m. E. of Columbus, is a flourishing city with important manufactories. Coal of first-rate quality is easily obtained from the vicinity. The city has three suburbs on the west bank of the river, and it is connected with these by bridges. There is also an iron railroad bridge across the river, 538 ft. long. Population in 1850 of the city proper, 7,929; of the suburbs, 2,426—aggregate, 10,355.

Chilicothe, on Scioto River, 96 m. from Cincinnati, is an important centre of business. It was founded in 1796, and was the capital of Ohio from 1800 to 1810.

Steubenville, on the Ohio River, 22 m. above Wheeling, Va., is noted both for its trade and manufactories. The latter are readily supplied with fuel from the vast coal mines in the vicinity.

Sandusky City is situated on the bay of the same name, 3 m. from Lake Erie, and possesses remarkable advantages for trade. The bay is 20 miles long by 5 or 6 miles wide, into which vessels can readily enter and anchor in safety. The city is built on a site rising gradually from the bay, and beneath it is an inexhaustible bed of limestone.

Springfield, 84 m. N. N. E. of Cincinnati, and 43 W. of Columbus, is a flourishing place, with numerous manufactories. It is one of the most pleasant cities in the State, and is surrounded by a populous and highly-cultivated district. Wittenberg College and Theological Seminary, both founded in 1845, and under the direction of the Lutheran Church, are here located.

Portsmouth, on the Ohio River, just above the mouth of the Scioto, is a place of active business. It stands upon a plain of moderate extent, partly enclosed by hills, which abound in iron ore, coal, and building material.

Population in 1850 of other places, chiefly incorporated villages, separate from the population of their township: Mount Vernon, 3,711; Newark, 3,654; Mansfield, 3,557; Massillon, 3,450; Circleville, 3,411; Piqua, 3,277; Akron, 3,266; Marietta, 3,175; Xenia, 3,024; Wooster, 2,797; Tiffin, 2,718; Canton, 2,603; Delaware, 2,074; Urbana, 2,020; Galipolis, 1,686; McConnelsville, 1,643; Elyria, 1,482.

Mount Vernon, 40 m. N. E. of Columbus, is the centre of business of a rich agricultural section, and carries on some manufactures. Permanent water-power is obtained from the Vernon River. Five miles east of this place is the village of Gambier, which is the seat of Kenyon College (Episcopal), founded in 1826, with funds obtained in England.

Newark is situated at the confluence of the forks of Licking River, 33 m. E. by N. of Columbus. The Ohio Canal and two railroads pass through it, affording ample facilities for trade. The appearance of the place is very agreeable, though located on a level plain. About a mile west from it there is one of the most remarkable and best preserved of those ancient earth-works that are seen in different parts of the West. It consists mainly of an embankment 10 ft. high, formed in an exact circle, enclosing an area of 28 acres, which is entered by one passage 50 feet wide. Its top and sides are covered with the heaviest timber

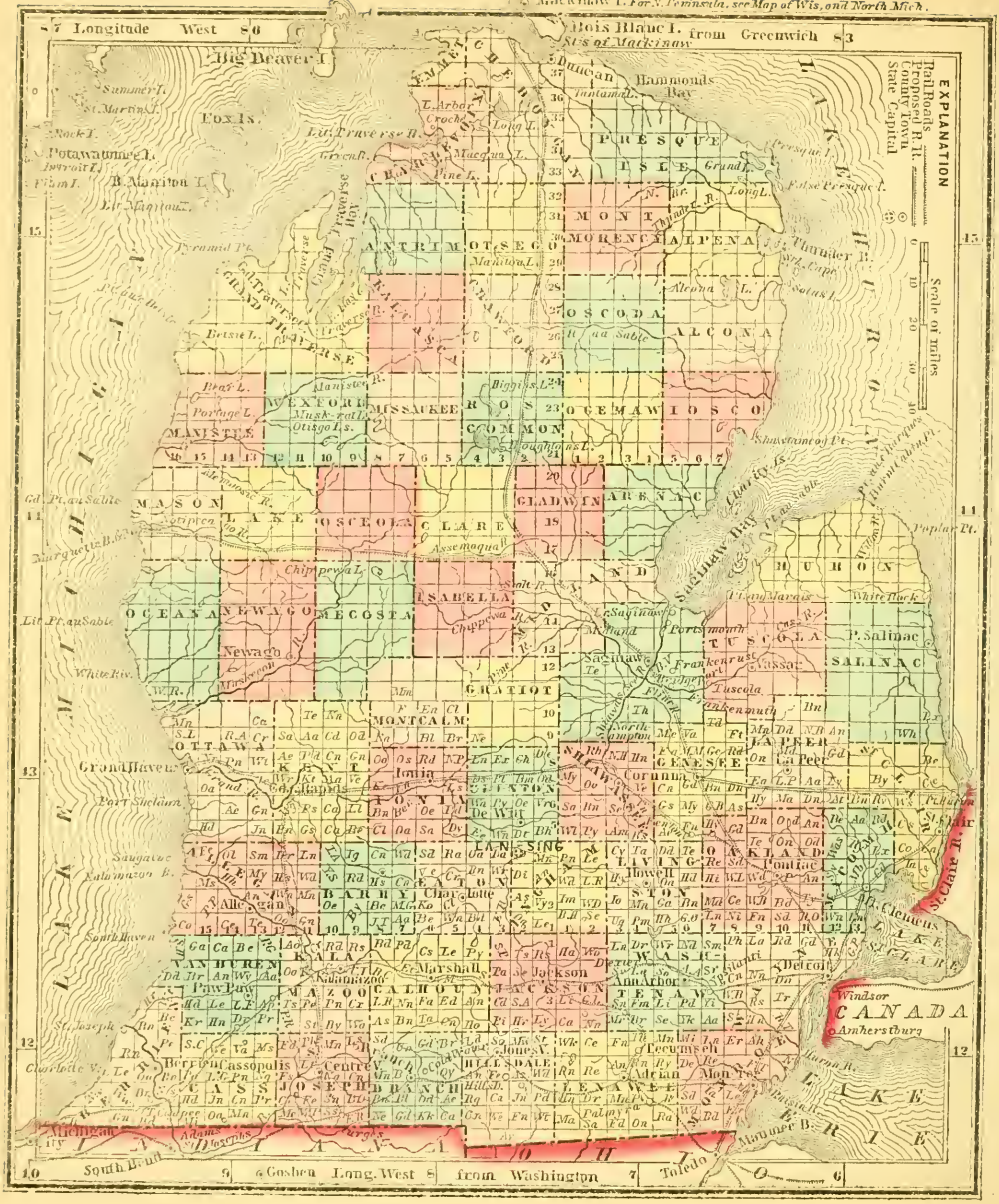

Mackinaw I. For N. Peninsula, see Map of Wis. and North Mich.
Bois Blanc I. from Greenwich 83
Isles of Mackinaw
Longitude West 86
87
Big Beaver I.
Summer I.
St. Martins I.
Rock I.
Potawatomie I.
Ingersoll I.
Fox Is.
Pilot I.
B. Manitou I.
Lit. Manitou
Duncan
Hammonds Bay
Intamata
L. Arbor Croche
Long L.
Lit. Traverse B.
Green B.
Muscona L.
Pine L.
PRESQUE ISLE
Grand R.
Persque I.
Long L.
False Persque I.
N. Br. Thunder B. R.
MONTMORENCY
ALPENA
Thunder B.
Wolf Cape
Sotas I.
Scale of miles
10 20 30
Grand Traverse Bay
Traverse Pt.
Grand Traverse
Old Mackinaw Trail
Grand Traverse
ANTRIM
OTSEGO
Manitou L.
Elk R.
Menna L.
OSCODA
ALCONA
Betsie L.
Betsie R.
Platte R.
Platte L.
Portage L.
Manistee R.
Musk-gatt
Outagas Is.
WEXFORD
MISSAUKEE
ROSCOMMON
OGEMAW
IOSCO
Big Rifle R.
Big Rifle L.
Shawanon Pt.
Thunder Bay R.
Thunder Bay Is.
Thunder Bay
Au Sable
MANISTEE
Loughton L.
Gd. Pt. au Sable
MASON
LAKE
OSCEOLA
CLARE
GLADWIN
ARENAC
Arenac Pt.
Poplar Pt.
Au Sable
Pere Marquette Bay
Pere Marquette R.
Assemaqua L.
Saginaw Bay
Saginaw R.
Saginaw
Flint R.
Flint
Tittabawassee R.
Tittabawassee
Chippewa L.
Chippewa R.
Salt Pt.
Pine R.
Pine
Saginaw R.
Saginaw
Shiawassee R.
Shiawassee
Lit. Pt. au Sable
White Riv.
Muskegon R.
Muskegon
Newago
OCEANA
NEWAGO
MECOSTA
ISABELLA
Saginaw
Portsmouth
Frankenmuth
Tuscola
Bad R.
Cass R.
Cass
Tuscola
HURON
TUSCOLA
SALINAC
P. Salinac
White Rock
Grand Haven
Port Sheldon
Saugatuc
Kalamazoo R.
South Haven
GRATIOT
MONTCALM
Ionia
OTTAWA
KENT
IONIA
CLINTON
SHIAWASSEE
GENESEE
LAPEER
Corunna
Owosso
Flint
Lapeer
Pontiac
OAKLAND
LIVINGSTON
WASHTENAW
Howell
Ann Arbor
Detroit
St. Clair R.
St. Clair
Lake St. Clair
Windsor
CANADA
Amherstburg
Allegan
BARRY
Charlotte
EATON
Marshall
Jackson
Jackson
ALLEGAN
VAN BUREN
Paw Paw
Kalamazoo
MAZOO
CALHOUN
JACKSON
WASHTENAW
LENAWEE
Tecumseh
Adrian
Monroe
St. Joseph
Berrien
Cassopolis
Centreville
CASS
ST JOSEPH
BRANCH
HILLSDALE
Jonesville
Michigan
Michigan City
Chicago
Indiana
Ohio
Lake Michigan
Lake Erie
Maumee B.
Maumee R.
Harrow
South Bend
Goshen
Long. West 5 from Washington 7 Toledo
EXPLANATION
Rail Roads
Rail Roads in Ct.
County Towns
State Capital

TABLE OF COUNTIES AND TOWNSHIPS IN STATE OF MICHIGAN.

ALLEGAN.

Allegan.
Co. Casco.
Ce. Cheshire.
Dr. Door.
Fe. Fillmore.
Gs. Ganges.
Gn. Gunplain.
Hh. Heath.
Hs. Hopkins.
Ln. Leighton.
Ms. Manlius.
Mn. Martin.
My. Monterey.
Oo. Otsego.
Ol. Overoyel.
P.P. Pine Plains.
Sm. Salem.
Tc. Trowbridge.
Wn. Watson.
Wd. Wayland.

BARRY.

Aa. Assyria.
Be. Baltimore.
By. Barry.
Cn. Carlton (N.)
Cn. Castleton.
Hs. Hastings.
Ig. Irving.
J.T. Johns Town.
M.G. Maple Grove.
Oe. Orangeville.
Rd. Rutland.
T.A. Thorn Apple.
Wd. Woodland.
Y.S. Yankee Springs

BRANCH.

Ae. Algansee.
B. Batavia.
Bt. Bethel.
Bn. Brown.
Br. Butler.
Ca. California.
Coldwater.
Gd. Gilead (S.)
Gd. Girard.
Kk. Kinderhook.
Mn. Mattison.
Nc. Noble.
Od. Ovid.
Qy. Quincy.
Sd. Sherwood.
Un. Union.

CALHOUN.

An. Albion.
As. Athens.
B.C. Battle Creek.
Bd. Bedford.
Bn. Burlington.
Cn. Clarendon.
Cs. Convis.
Ed. Eckford.
Et. Emmet.
Fa. Fredonia.
Ho. Homer.
Le. Lee.
L.R. Le Roy.
M. Marengo.
Marshall.
Nn. Newton.
Pd. Penfield.
Py. Pinkney.
S. Sheridan.
Tu. Tekonsha.

CASS.

Cn. Calvin.
Hd. Howard.
Jn. Jefferson.
L.G. La Grange.
Ms. Marcellus.
Mn. Mason.
M. Milton.
Ng. Newburg.
Oa. Ontwa.
Pn. Penn.
Po. Pokagon.
Pr. Porter.
S.C. Silver Creek.
Va. Volina.
We. Wayne.

CLINTON.

Bh. Bath.
Bl. Bengal.
Bm. Bingham.
Ds. Dallas.
Dt. Dewitt.
Dc. Duplaine.
Ee. Eagle.
Ex. Essex.
Gh. Greenbush.
Ln. Lebanon.
Oe. Olive.
Od. Ovid.
Ry. Riley.
Vr. Victor.
Wn. Watertown.
Wa. Westphalia.

EATON.

Be. Bellevue.
Bn. Benton.
Bd. Brookfield.
Cl. Carmel.
Charlotte.
Cr. Chester.
Da. Delta.
E.R. Eaton Rapids.
Ko. Kalamo.
Oa. Oneida.
Ra. Roxana.
Sd. Sunfield.
Vc. Vermontville.
Wn. Walton.
Wr. Windsor.

GENESEE.

Ae. Argentine.
As. Atlas.
Bn. Burton.
Cn. Clayton.
Dn. Davison.
Fn. Fenton.
Fg. Flushing.
Ft. Forest.
Gs. Gaines.
Gd. Garland.
Ge. Genesee.
G.B. Grand Blanc.
M.M. Mount Morris.
Mc. Montrose.
My. Mundy.
Rd. Richfield.
Td. Thetford.

HILLSDALE.

As. Adams.
An. Allen.
Ay. Amboy.
Ca. Cambria.
Cn. Camden.
Fe. Fayette.
Jn. Jefferson.
Ld. Lichfield.
Mc. Moscow.
Pt. Pittsford.
Fn. Ransom.
Rg. Reading.
Sp. Scipio.
St. Somerset.
Wd. Wheatland.
We. Woodbridge.
W. Wright.

INGHAM.

An. Alaiedon.
As. Aurelius.
B.H. Bunker Hill.
Di. Delhi.
Im. Ingham.
L.R. Le Roy.
Le. Lestie.
Le. Locke (N.)
Mn. Meridan.
Oa. Onondaga.
Pn. Phelpstown.
Se. Stockbridge.
Vy. Vevay.
Wd. Wheatfield.
W.O. White Oak.

IONIA.

Ber. Berlin.
Bn. Boston.
Dy. Danby.
En. Easton.
Ionia.
Ke. Keene.
Ls. Lyons.
N.P. North Plain.
Oa. Odessa.
Oe. Orange.
Os. Orleans.
Oo. Otisco.
Pd. Portland.
Rd. Ronald.
Sa. Sebewa.

JACKSON.

Ca. Columbia.
Cd. Concord.
G.L. Grass Lake.
Hr. Hanover.
Ht. Henrietta.
Jackson.
Li. Leoni.
Ly. Liberty.
Nn. Napoleon.
Pa. Parma.
Pi. Pulaski.
Rs. Rives.
Se. Sandstone.
S.A. Spring Arbor.
S.P. Spring Port.
Ts. Tompkins.
Wo. Waterloo.

KALAMAZOO.

Ao. Alamo.
By. Brady.
C.T. Charles Town.
Cx. Climax.
C. Comstock.
Cr. Cooper.
Kalamazoo.
Oo. Ostemo.
Pn. Pavilion.
Pe. Portage.
P.R. Prairie Ronde
Rd. Richland.
Rs. Ross.
St. Schoolcraft.
Ts. Texas.
Wa. Wakeshma.

KENT.

Aa. Ada.
Aa. Algoma (N.)
Ae. Alpine.
Bn. Byron.
Ca. Caledonia (S.)
Cn. Cannon.
Ca. Cascada.
Cd. Courtland.
Gs. Gaines.
Gr. Rapids.
Gn. Grattan.
Ll. Lowell.
Od. Oakfield.
Ps. Paris.
Pd. Plainfield.
Sa. Sparta.
Ve. Vergenne.
Wr. Walker.
Wg. Wyoming.

LAPEER.

An. Allison.
Al. Almont.
Aa. Attica.
Bn. Burlington.
Dd. Deerfield.
Dn. Dryden.
Ea. Elba.
Hy. Hadley.
Iy. Imlay.
Lapeer.
Ma. Marathon.
Md. Mayfield.
Mt. Metamora.
N.B. Branch.
On. Oregon.

LENAWEE.

Adrian.
B. Blissfield.
C. Cambridge.
Dr. Dover.
Fl. Fairfield.
Fn. Franklin.

Hn. Hudson.
Mn. Macon (N.)
Mn. Madison.
Ma. Medina.
On. Ogden.
P. Palmyra.
Rn. Raisin.
Ry. Ridgeway.
Ra. Riga.
Rn. Rollin (W.)
Re. Rome.
Sa. Seneca.
Th. Tecumseh.
Wk. Woodstock.

LIVINGSTON.

Bn. Brighton.
Cy. Conway.
Dd. Deerfield.
Ga. Genoa.
G.O. Green Oak.
Hh. Hamburgh.
Hy. Handy.
Hd. Hartland.
Howell.
Io. Iosco.
Mn. Marion.
Oa. Osceola.
Pm. Putnam
Ta. Tuscola
Te. Tyrone.
Un. Unadilla.

MACOMB.

Aa. Armada.
Be. Bruce.
Cd. Chesterfield.
C. Clinton.
En. Erin.
H. Harrison.
Lx. Lenox.
Mb. Macomb,
Mt. Clemens.
Ry. Ray.
Rd. Richmond.
Sy. Shelby

S. Sterling.
Wn. Warren.
Was. Washington.

MONROE.

Ah. Ash.
Bd. Bedford.
De. Dundee.
Ee. Erie.
Er. Exeter.
F.T. French Town.
Ia. Ida.
Le. La Salle.
Ln. London.
Mn. Milan.
Monroe.
Re. Raisinville.
Sd. Summerfield.
Wd. Whitford.

MONTCALM.

Br. Bloomer.
Bl. Bushnell.
Ea. Eureka.
F. Fair Plain.
Mn. Montcalm.

OAKLAND.

An. Addison.
An. Avon.
Bd. Bloomfield.
Bn. Brandon.
Ce. Commerce.
Fn. Farmington.
Gd. Groveland.
Hi. Highland.
Hy. Holly.
Ie. Independence.
Ln. Lyon.
Md. Milford.
Ni. Novi.
Od. Oakland.
On. Orion.
Od. Oxford (N.)
P. Pontiac.
Re. Rose.
R O. Royal Oak.

Sd. Southfield (S.)
Sd. Springfield.
Ty. Troy.
Wd. Waterford.
W.B. W. Bloomfield.
W.L. White Lake.

OTTAWA.

Ae. Allendale.
Ca. Cazenovia.
Cr. Chester.
Gn. Georgetown.
Hd. Holland.
Jn. Jamestown.
Mu. Muskegon.
Oa. Ottawa.
Pn. Polkton.
Ra. Ravenna.
S.L. Spring Lake.
Te. Tallmadge.
Wt. Wright.

SAGINAW.

Bridgeport.
B.V. Buena Vista.
Th. Taymouth.
Te. Titibiwassee.

ST. CLAIR.

Bn. Berlin.
By. Brockway.
Ca. China.
Co. Casco.
Ce. Clyde (N.)
C. Clay.
Cs. Columbus.
Ce. Cotrellville.
Ia. Ira.
Pt. Huron.
Ry. Riley.
St. Clair.
W.S. Wales.

ST. JOSEPH.

B.O. Burr Oak.
Cn. Colon.

Ce. Constantine.
Fs. Fabius.
F.R. Fawn River.
Fd. Flowerfield.
Ls. Leonidas.
Lt. Lockport.
Mn. Mindon.
Me. Mottville.
Na. Nottawa.
Pk. Park.
Sn. Sherman.
Ss Sturgis.
W.P. White Pigeon.

SAMILAC.

Lx. Lexington.
Samilac.
Wh. Worth.

SHIAWASSEE.

Am. Antrim.
Bn. Bennington.
Bs. Burns.
Caledonia.
Corunna.
Hn. Hazleton.
My. Middlebury.
N.H. New Haven.
Oo. Owasso.
Py. Perry.
Rh. Rush.
Sa. Sciota.
Se. Shiawassee.
Vn. Vernon.
Ve. Venice.
Wl. Woodhull.

VAN BUREN.

Aa. Almena.
Ap. Antwerp.
An. Arlington.
Be. Bloomingdale.
Dr. Decatur.
Hn. Hamilton.
Hd. Hartford.

Kr. Keeler.
L.F. La Fayette.
Le. Lawrence.
P.G. Pine Grove.
Pr. Porter.
S.H. S. Haven.
Wy. Waverly.

WASHTENAW.

Ann Arbor.
Aa. Augusta.
Br. Bridgewater.
Fm. Freedom.
La. Lima.
Li. Lodi.
Ln. Lyndon.
Mr. Manchester.
Nd. Northfield.
Pd. Pittsfield.
Sm. Salem.
Se. Saline.
So. Scio.
Sn. Sharon.
Sr. Superior.
Sy. Sylvan.
Wr. Webster.
Yk. York
Yi. Ypsilanti.

WAYNE.

B.T. Brown's Town
Cn. Canton.
Dn. Dearborn.
Detroit.
Gd. Greenfield.
G P. Grosse Point.
Hk. Hamtramck.
Hn. Huron.
La. Livonia.
Nn. Nankin.
Ph. Plymouth.
Rd. Redford.
Rs. Romulus.
S. Sumpter.
Tr. Taylor.
V.B. Van Buren.

MICHIGAN consists of two peninsular divisions, with an aggregate area of 56,243 sq. m. These divisions are of widely different character; the southern is notable for its timber and its agricultural capabilities, and the northern is celebrated for its immense mineral wealth, especially in iron and copper.

1. *Michigan Proper, or the Southern Peninsula.*—This region has for the most part a gently-rolling surface, which in some places becomes hilly to a small extent. The ridge which divides the streams flowing into Lake Michigan from those flowing into Lakes Huron and Erie has an elevation of about 300 ft. above their level, and is much nearer to the lakes last mentioned than to Lake Michigan. Most of the lake-coast is elevated, and extensive sections of it consist of steep bluffs, from 100 to 300 ft. high. It is skirted by a belt of heavily-timbered land, about 25 m. wide, and usually lying several feet below the level of the

adjoining openings. The principal rivers are the St. Joseph, Kalamazoo, Grand, and Muskegon, which have courses of between 200 and 300 miles, and are each navigable about 40 m. for vessels of light draught.

While Michigan was a Territory its population increased steadily, though not very rapidly. In 1810 the inhabitants numbered 4,762; in 1820, 8,896; and in 1830, 31,639. In January, 1837, Michigan was admitted into the Union; in 1840 its population had increased to 212,267, and in 1850 to 397,654. At the latter date, the free colored people numbered 2,583. Including these, the native population (341,591) was thus classified in respect to origin: Born in the State, 140,648; in New York, 133,756; in Ohio, 14,677; in Vermont, 11,113; in Pennsylvania, 9,452; in Massachusetts, 8,167; in Connecticut, 6,751; in New Jersey, 5,752, etc. The foreign-born numbered 54,852, comprising 14,008 from British America; 13,430 from Ireland; 10,620 from England; 10,281 from Germany; 2,542 from Holland; 2,361 from Scotland, etc. According to the State census in 1854 the total population was then 509,374.

Agriculture is the leading business. The soil is of great depth, and distinguished for its fertility. That of the openings and the pine-land is a sandy loam, easily worked; that of the timbered lands is somewhat heavier, but is still sandy, rather than clayey. The prairies are small, and divided into the wet and dry, according to elevations. The shore of Lake Huron, near Saginaw Bay, is a marshy district. The staple grain crops in 1850 were corn, 5,641,420 bush.; wheat, 4,925,889; and oats, 2,866,056. Irish potatoes and garden vegetables thrive in great vigor and productiveness, as well as all fruits adapted to the climate. Value of the live-stock in 1850, $8,008,374; of animals slaughtered in the year preceding, $1,328,327. The pasturage is everywhere luxuriant.

The lumber-trade has been immensely increased within a few years. About $4,500,000 were obtained in 1855 from the sales of lumber produced during that year. The lumber comes from Saginaw, Lapeer, St. Clair, Flint, and Grand River. In Saginaw and vicinity the cut is larger than in any other one section, as the mills are more numerous and the facilities greater. Most of the lumber is yellow pine, but the different varieties of timber are scattered throughout the State.

The rocks of Southern Michigan consist of horizontal strata of limestones, sandstones, and slates. The limestone is, for the most part, quite compact, and produces a valuable lime upon burning. Some of the sandstone is used for grindstones. Gypsum has been found in several localities.

The manufactures, aside from lumber, are not of great importance. In 1850, the annual product of the tanneries (60), was reported at $363,980; of the iron foundries (63), at $279,697; of woolen factories (15), at $90,242.

Two lines of railroad extend across the State, forming very important parts of the greatest routes of travel and trade in the Union.

In 1855 the tonnage belonging to Michigan was 69,490 tons, of which 34,478 tons were employed in steam navigation. In that year 27 vessels were built—tonnage, 7,844. In 1851, the "Lake commerce" of Detroit district was estimated at $27,591,382.

Lansing, capital of the State, is pleasantly situated on Grand River, and was first settled in 1847. Population in 1850, 1,239; in 1854, 1,537.

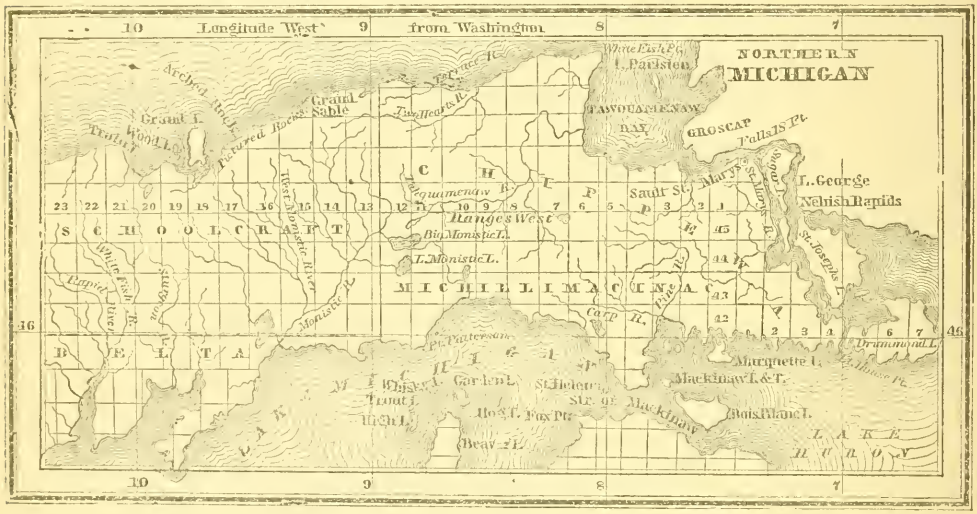
Detroit is the chief city in the State, and was founded by the French about 1670. It extends

along the bank of the Detroit R. for over 3 m.; its business part is about 7 m. below L. St. Clair, and 18 above L. Erie. The river is half a mile wide, with average depth of 32 ft., forming the best harbor in the West. Its streets are spacious, and near the river cross at right angles, but in the rear they are arranged in a triangular plan. Water is supplied from the river by extensive works, owned by the city. Pop. in 1854, 40,373.

Ann Arbor, 37 m. from Detroit, has an important trade, and is the seat of the State University, established in 1837. Its observatory contains one of the largest telescopes in the world. Pop. in 1850, 4,868.

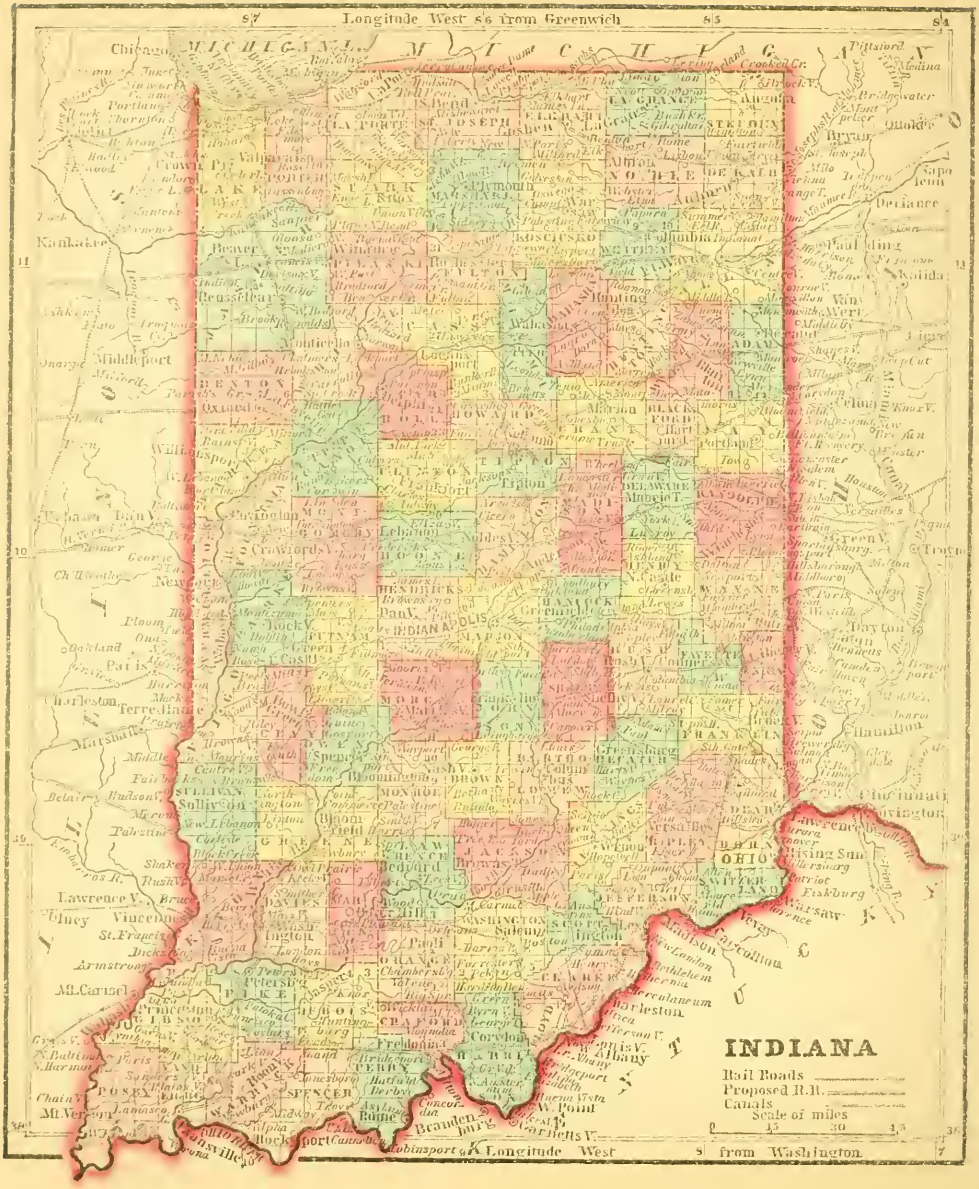
Monroe is finely located on the Raisin R., 2½ m. from L. Erie, and, from its railroad and steamboat connections, is a great thoroughfare. Pop. in 1850, 3,650.

Grand Rapids, on Grand R., 40 m. from its mouth, is the chief town in that part of the State. The river affords extensive water-power. Pop. in 1854, 4,244.



Northern Michigan.—The upper peninsula has a diversified surface: most of it is a wilderness of dense forests, while some parts are rocky, and others are open meadows. The mountains are not of great elevation, though their declivities are frequently precipitous; they are chiefly arranged in groups, or in parallel ridges, but occasionally occur isolated. The rivers are numerous, and abound with rapids. The climate is cold, and the changes in the temperature are sudden and great. By the middle of September, frosts occur, sufficient to entirely destroy vegetation, and the snow remains on the ground to the last of May.

The minerals are chiefly iron and copper, with some silver; and these are very extensively deposited. The most remarkable mine is the Cliff Mine, on Eagle River, where there are immense



Longitude West 86 from Greenwich
INDIANA
Rail Roads
Proposed R.R.
Canals
Scale of miles
0 15 30 45
Longitude West from Washington
MICHIGAN L.
Chicago
Kankakee
Middleport
Williamsport
Covington
Paris
Charleston
Terre Haute
Marshall
Sullivan
Lawrence V.
Vincennes
Mt. Carmel
Mt. Vernon
Rockport
Evansville
Cincinnati
Lawrenceburg
Rising Sun
Hillsburg
Patriot
Fiskburg
Warsaw
Vevay
Madison
Carrollton
Hamilton
Dayton
Defiance
Bryan
Angola
Kendallville
Goshen
Plymouth
Rochester
Logansport
Lafayette
Crawfordsville
Lebanon
Frankfort
Tipton
Muncie
Anderson
Greenfield
Shelbyville
Greensburg
Columbus
Bloomington
Vincennes
Princeton
Washington
Salem
Paoli
Corydon
Jeffersonville
New Albany
Charlestown
Hartford
Portland
Winchester
Richmond
Connersville
Rushville
Versailles
Vernon
Madison
Aurora
Lawrenceburg
Rockport
Cannelton
Troy
Tell City
Jasper
Petersburg
Vincennes
Washington
Bedford
Mt. Vernon
Princeton
Evansville
Newburgh
Boonville
Rockville
Terre Haute
Paris
Charleston
Marshall
Sullivan
Vincennes
Lawrenceburg
Rising Sun
Madison
Carrollton
Hamilton
Dayton
Defiance
Bryan
Angola
Kendallville
Goshen
Plymouth
Rochester
Logansport
Lafayette
Crawfordsville
Lebanon
Frankfort
Tipton
Muncie
Anderson
Greenfield
Shelbyville
Greensburg
Columbus
Bloomington
Princeton
Washington
Salem
Paoli
Corydon
Jeffersonville
New Albany
Charlestown
Hartford
Portland
Winchester
Richmond
Connersville
Rushville
Versailles
Vernon
Aurora
Rockport
Cannelton
Troy
Tell City
Jasper
Petersburg
Bedford
Mt. Vernon
Princeton
Evansville
Newburgh
Boonville
Rockville

masses of native copper, nearly pure. The silver of Northern Michigan is associated with the veins of copper; for the most part it forms only a small fraction of the lode, but in many instances an hundred weight of rock has contained an amount of silver from $25 to $100, and one mass of silver was obtained, weighing 6 pounds, and worth $130. The aggregate yield of copper during 1855 was computed at 4,790½ tons, worth over $1,600,000.

The Ship Canal around the Falls of St. Mary was completed in April 1855, after two years' labor, at a cost of nearly $1,000,000. It accommodates steamboats of 2,000 tons burden, and is built in the most massive manner. Its length, from extremity of lower pier to upper pier, is 5,694 ft., and each side is strongly walled with stone. The locks are in the clear 350 ft. long by 70 wide, the largest in the world.

The island of Mackinaw is situated in the strait of the same name, between Lakes Huron and Michigan, and is only about 3 m. in diameter. Its importance arises from its position in commanding the Strait, and having been made a military post. It is generally elevated, rising to the height of 315 ft., and is walled on every side by bare cliffs of limestone. The village is situated around a small bay, contains about 1,200 inhabitants, and is noted for its business in the lake-fisheries.

St. Mary's, or Saut Sainte Marie, is a growing village, at the rapids in the St. Mary's Strait, around which the ship canal has been constructed. The population in 1850 was 898, and has since greatly increased.

Eagle Harbor is the principal landing-place on Keweenaw Point. The village is small, but thriving, and has a fine location. Its harbor is a mile wide, with depth of 10 ft. on the bar.

STATE OF INDIANA.

Indiana has an unusually regular outline, the greater part of it being a parallelogram; its average length, N. and S., is 244 m., and its breadth, 150; and its entire area includes 33,809 square miles. The whole surface of Indiana, except a strip along its north boundary, has a general slope in S. W. direction. This general slope has three principal divisions, consisting of the Ohio, White River, and Wabash Valleys, which have quite different features. 1. The Ohio Valley with that of the White Water, comprising about 5,000 square miles, is a limestone region, of somewhat uneven surface, heavily timbered, with soil of great depth and fertility; about two-thirds of this division consists of choice farming land, and the remainder is generally too broken for profitable cultivation. 2. The White River (East and West Forks) Valley extends centrally across the State, from the Wabash River Valley to the Ohio boundary, containing about 9,000 sq. m.: its surface, except in the west part, is uniformly level, destitute of rock, and was originally covered with heavy forests; it is supplied with never-failing streams and much water-power, and its soil is everywhere fertile, comprising the best land in the State. 3. The Wabash Valley is a still larger division, containing upwards of 12,000 square miles; it has a diversified and broken surface, but very fertile soil, and its central portion is well supplied with good streams, but the upper and

lower portions are less fortunate in this respect. 4. The northern part of the State, drained by Kankakee River and the St. Joseph's and its tributaries, has a general resemblance to the Wabash country, except that its surface is lower and its soil is less fertile; in some parts it is swampy, and near the lake quite sandy; and its extreme northern portion contains extensive ranges of sand-hills, covered only with shriveled pines and burr-oaks. Two-thirds of the forests consist of beech trees and the varieties of oak, yet many other kinds—as sugar-maple, hickory, ash, poplar, elm,etc.—are found with them; the heaviest timber is in the Ohio and White River Valleys. The Wabash River is 600 m. long, and for more than half that distance it is navigable; but the navigation of this river and of the White (which joins the Wabash 100 m. above its mouth) is rendered difficult by the frequent shallows. The principal harbor of Lake Michigan within this State's limits is that of Michigan City.

The total population of Indiana Territory in 1800 was 4,875, and in 1810, 24,520. That of the State in 1820 was 147,178; in 1830, 343,031; in 1840, 685,866; in 1850, 988,416. At the last census the classes were—whites, 977,154; free colored, 11,262. (Under the present State Constitution, negroes and mulattoes are not allowed to come into or settle in the State, etc). In respect to nativity, the whole population was classified as follows: Born in the State, 541,079; in other parts of the Union, 390,313; (total native population, 931,392;) in foreign countries, 54,426; of unknown origin, 2,598. The number from other States consisted of 120,193 from Ohio; 68,651 from Kentucky; 44,245 from Pennsylvania; 41,819 from Virginia; 33,175 from North Carolina; 24,310 from New York; 10,177 from Maryland, etc. The number from foreign countries consisted of 29,341 from Germany; 12,787 from Ireland; 5,550 from England; 2,279 from France; 1,878 from Brit. Am. Colonies; 1,341 from Scotland, etc. Ratio of foreign-born, 5½ per cent., or about one-eighteenth of total population.

Agricultural pursuits employed in 1850 two-thirds of the free male population over 15 years of age. Indian corn is the great staple, and the product of Indiana in 1850 was 52,964,363 bush., which was not far from double the crop of 1840, and was nearly one-eleventh of all raised in the Union in 1850. The crop of wheat in 1850 was 6,214,458 bush., against 4,049,375 in 1840; that of oats was somewhat less in amount than wheat. Product of hay, 403,230 tons; of potatoes, Irish, 2,083,337 bush.; potatoes, sweet, 201,711—total, 2,285,048, against 1,525,794 in 1840. In the product of maple-sugar Indiana exceeds all but three States. The geological formation of this State has resulted in producing a soil composed of a great variety of materials, and that is the best kind of soil which comprises, as that of Indiana does, a due mixture of gravel, sand, clay, limestone, etc. The grazing interests are extensive, the dairy products are comparatively large, and the value of the animals slaughtered yearly forms an important item in the accounts of the farmers.

The manufactories, etc., in 1850, were reported to have a capital of $7,941,602, to use $10,214,336 raw material, to employ 14,342 persons, and to produce $18,922,651 yearly. Principal classes mentioned in the census: Breweries and distilleries, 59 in number, capital $359,450, product ——; woolen manufactories, 33 in number, capital $171,545, product $205,802; iron casting do., 14 in number, capital $82,900, product $149,430;

pig iron do., 2 in number, capital $72,000, product $58,000; cotton do., 2 in number, capital $43,000, product $44,200; wrought iron do., 4 in number, capital $17,000, product $11,760. Home-made manufactures were produced in 1850 to the value of $1,631,039.

The chief minerals are bituminous coal and bog-iron ore. The coal formation is estimated to extend over an area of nearly 8,000 sq. m., and new deposits are frequently discovered. The beds of iron ore are apparently very rich and extensive; the best occur along the east margin of the coal formation. Considerable quantities of beautiful marble have been found among the limestone regions. At French Lick there is a freestone of very fine grain, which is extensively manufactured into whet-stones; from a coarser grain good grindstones are formed. The clay slates and other clays are well adapted for use in their respective classes of manufactures.

In respect to its internal improvements, Indiana has a very high rank, considering its wealth, population, and the natural condition of its surface. In 1836 the State Government commenced the construction of several canals and railroads, but was unable to complete the proposed plan. The Wabash and Erie Canal was completed to Evansville in 1853, forming (from Toledo, 460 miles, of which 378 are in Indiana) one of the longest lines of canal in the world. The system of railroads is more symmetrical than in any other State. Nearly all the great lines radiate from the geographical centre and the political capital of the State. By this means they are brought into intimate business relations with each other, an arrangement which must promote to a great degree the advantages of each and all. Indianapolis is the point of intersection of eight important roads, which are carried in their respective directions to the boundary lines of the State. Aggregate length of railroads in 1846, 30 m.; in 1850, 86; in 1852, 538; in 1854, 1,453; and in 1856, 1,789.

The amount of produce exported from Indiana cannot be definitely ascertained, but it undoubtedly corresponds with the other great statistics of this State.

Population in 1850 of the chief cities and towns: Indianapolis, 8,091; New Albany, 8,181; Madison, 8,012; Lafayette, 6,129; Fort Wayne, 4,282; Terre Haute, 4,051; Evansville, 3,235; Manchester, 2,748; Laurenceburg, 2,651; Jeffersonville, 2,122; Vincennes, 2,070.

Indianapolis has been the capital of the State since 1825, and was selected for that purpose in 1820, when its site was covered with forests. It now presents an unusually pleasing and thriving appearance: its streets are broad and lined with handsome stores, and, owing to the number of railroads (eight) here connecting, it is the centre of an immense business. The State House is an elegant building, with columns, dome, etc., and cost $60,000. Here are the State's Asylums for the Insane, Blind, and Deaf and Dumb, which have large and costly edifices. The Indiana Central Medical College, founded in 1849, is the chief literary institution. The hotels and churches are very numerous and of handsome architecture.

New Albany, on the Ohio River, 4 m. N. W. of Louisville, was laid out in 1813; it carries on a great trade, does a heavy business in building and repairing steamboats, and contains several large iron foundries and other extensive manufactories.

Madison, also on the Ohio River, in the S. E. part of the State, is an important place of busi-

ness; it is well connected by railroad with the back country, and is the chief port of that section.

Lafayette, on the Wabash River and Canal, 64 m. from Indianapolis, and intersected by three railroads, is the principal grain market in the State, and carries on a great flouring business; it also contains some large iron foundries, paper mills, pork-packing establishments, etc.

Terre Haute, near the W. boundary line of Indiana, is finely situated on the east bank of Wabash River, upon an eminence 60 ft. above the level of the river. It is a great centre of business, especially in exporting the produce of the vicinity.

Fort Wayne is the chief town in the N. E. part of the State, and has had a rapid growth. This place is of much celebrity in the history of the West. Here "Fort Wayne" was erected in 1794, and it continued to be a military post until 1819.

STATE OF ILLINOIS.

Illinois has an extreme length, on the meridian of Cairo, of 378 m.; its breadth averages 140 m.; and its entire area is computed at 55,405 sq. m. Its surface is almost uniformly level, or gently undulating, and at least two-thirds of the entire State consists of open prairie-land. The general term prairie is applied to an extended area of land that is destitute of timber or brush. This absence of timber has resulted from the burning of the grass of the prairies, which formerly occurred every year; for it is found in the settled sections, where the annual burning has been stopped, that timber springs up spontaneously. The sward of the prairies is exceedingly tough, composed of the fibrous grass-roots; and in turning it over, five or six yoke of cattle are required to draw the plough. The surface and soil are remarkably free from stone. The section called Grand Prairie extends on the east side of Kaskaskia River N. N. E. to the Indiana boundary; this, however, is properly a combination of prairies, separated by long and narrow tracts of timbered land. The peculiar levelness and deep alluvion of the prairie-land are believed to have been formed from sediment held in a vast lake, once covering this whole region In the north-west part of the State, the surface is broken and uneven; along the Illinois River and other streams are some considerable elevations; along the Mississippi River are many steep bluffs, from 100 to 400 ft. high; and in the south part of the State is a small section that is somewhat hilly. The heavy timber is almost exclusively on the river-bottoms, and the sycamore and cotton-wood there grow to a wonderful size. On the uplands are the varieties of oak, walnut, and other forest-trees. The soil of the oak openings is lighter and thinner than that of the prairies. The Illinois is the principal river of the interior, and crosses the State centrally in southerly course. The climate is marked by the prevalence of high winds, and consequently of sudden changes in temperture.

The total population in 1810 was 12,282; in 1820, 55,211; in 1830, 157,445; in 1840, 476,183; and in 1850, 851,470. Number of free colored in 1850, 5,436. Including these, the classification of the total population, in respect to nativity, was as follows: Born in the State, 343,618; in other parts of the Union, 393,313; (total native popula-

13 Long. West from 11 Washington
12
11
10
Independence
Dubuque
Delaware
Delhi
Bellevue
Anamosa
Marion
Dewitt
Kingston
Elkhorn
Tanoe
Marengo
Iowa R.
Albany
Iowa City
Muscatine
Lancaster
Washington
Fairfield
Mt. Pleasant
Keithsburg
Burlington
Keosauque
Fort Madison
Nauvoo
Montebello
Quincy
Palmyra
Shelby
London
Paris
Bowling Gr.
Mexico
Hickory Cr.
Hardin
Danville
Troy
Fulton
Hermann
Warrenton
Missouri R.
St. Charles
St. Louis
Union
Jefferson City
Frederick Tn.
Dallas
Jackson
Jonesboro
Thebes
Benton
Metropolis
Caledonia
Galena
Dunleith
Princeton
Rochelle
Sycamore
Dekalb
Ottawa
Peru
Lockport
Joliet
Chicago
Michigan City
Laporte
Valparaiso
Kankakee
Iroquois R.
Watseka
Danville
Urbana
Champaign
Middleport
Monticello
Delphi
La Fayette
Williamsport
Carlington
Danville
Newport
Crawfordsville
Rockville
Greencastle
Terre Haute
Bowling Green
Spencer
Bloomfield
Vincennes
Edwards Port
Mt. Pleasant
Washington
Petersburg
Jasper
Princeton
Jonesboro
Brownsville
Rockport
Owens B.
Henderson
Morganfield
Hartford
Greenville
Elizabeth
Princeton
Wabash R.
Ohio R.
Illinois R.
Kaskaskia R.
Mississippi R.
Rock R.
Fox R.
Des Moines R.
Sangamon R.
Embarras R.
Little Wabash R.
Big Muddy R.
Big Muddy Cr.
Big Creek
Lake Michigan
EXPLANATION
Rail Roads
Proposed R.R.
Conals
County Towns
ILLINOIS
Scale of miles
0 6 10 20 30 40 60
92 Long. West 91 from Greenwich 90
8
87

tion, 736,931); in foreign countries, 110,593; of unknown nativity, 3,946—total, 851,470. Of those from other States there were 67,180 from New York; 64,219 from Ohio; 49,588 from Kentucky; 37,979 from Pennsylvania; 32,303 from Tennessee; 30,953 from Indiana; 24,697 from Virginia; 13,851 from North Carolina; 11,381 from Vermont; 9,230 from Massachusetts; 7,228 from Missouri; 6,899 from Connecticut; 6,898 from Maryland, etc. Of the foreign-born, 38,511 were born in Germany; 27,786 in Ireland; 18,628 in England; 10,699 in British America; 4,661 in Scotland; 3,396 in France; 2,415 in Norway; 1,635 in Switzerland, etc. The foreign-born constituted 13 per cent. of the total population. In 1855, according to the State census, the total population was then 1,295,417, showing that it had doubled in 10 years.

In agricultural capabilities Illinois is not surpassed by any State. There are but very few districts that are not fertile, and these are chiefly in the immediate vicinity of the lead mines. The sections most celebrated for fertility are the bottoms, or alluvial borders of the rivers, the soil of which has been formed from the deposits of the streams during their floods. On some of these the surface-mould is more than 30 ft. deep, and is inexhaustibly fertile. The "American Bottom," extends along the Mississippi, between the Kaskaskia and Missouri Rivers, 90 m., with average width of 5 m., and has been cultivated since its settlement, without apparent deterioration. The prairie-lands, however, are generally preferred, on account of their greater salubrity. The crop of corn reported in 1850 was 57,646,984 bush., or nearly one-tenth of all raised in the United States, and was a larger crop than that of any other State, considering the population and the number of acres under cultivation. The crop of wheat was 9,414,575 bush., or 9½ per cent. of all raised in the Union. The crop of oats was 10,087,241 bush.; of Irish potatoes, 2,514,861; of sweet potatoes, 157,433; and that of hay was 601,952 tons. The crops of buckwheat, barley, and rye appear to have been quite small, but since 1850 these have been much increased. Tobacco has been cultivated to some extent; the crop reported in 1840 was 564,326 lbs., and in 1850, 841,394. The prairies are highly favorable to the raising of live-stock and the productions of the dairy. In Southern Illinois the winter has sometimes been so mild as to render unnecessary the housing of cattle, though this is rather the exception than the rule. In 1840 the neat cattle numbered 626,274; in 1850, 912,036. Number of sheep in 1840, 395,672; in 1850, 894,043. The clip of wool in 1850 in this State was 2,150,113 lbs., or 4 per cent. of the total in the Union. Number of swine in 1850, 1,915,907. The value of all the live-stock, in 1850, was $24,209,258; value of animals slaughtered during a year preceding was $4,972,286. Butter produced, 12,526,543 lbs.; cheese, 1,278,225. Value of orchard products, $446,049; maple-sugar produced, 248,904 lbs.; beeswax and honey, 869,444 lbs. With each succeeding year increased attention has been given to the planting and care of orchards, and this has generally been rewarded.

The manufacturing interests of Illinois have been rapidly developed and extended, in accordance with the general progress of the State. In the large cities, especially in Chicago, this fact is at once evident. In that city, and in some other places, there are some establishments founded on large capital; but for the most part the manufactures are produced by individuals, or by companies of limited means. The returns of the census of 1850 on this subject, which are now of importance

only as matters of history, stated the product of particular branches as follows: Iron casting, $441,185; pig iron, $70,200; tanning, $244,028; woolen manufactures, $206,572. In Chicago, during the year 1855, the total product of manufactures was reported at $11,031,491, being an increase of more than one-third over the preceding year, with corresponding increase in the amount of capital and number of persons employed.

The chief minerals are lead, coal, and iron. The lead district around Galena is one of the most remarkable in the world. Most of this lies within the boundaries of Wisconsin, though the business of the district centres at Galena, and three-fourths of the lead produced is shipped from that place. The total product of the district during 1855 was valued at the mines at $1,732,219, which was about $100,000 more than the corresponding product and value in either of the two years preceding. A bituminous coal-field extends across the State from Central Iowa to Northern Kentucky. It lies near the surface, and in some places crops out, so that great quantities may be readily obtained. In the whole northern portion of the State secondary limestone forms the base of the rocks. At Athens, in Dupage Co., there are extensive quarries of fine white limestone, closely resembling marble; and nearly every county contains a variety of excellent building material.

Railroads have been constructed with most wonderful rapidity during the last six years. In 1850 there were only 22 miles of railroad in operation; but, at the commencement of 1856, there were more than 2,200. The principal lines crossing the State have been completed, or soon will be, and these, with their branches, are so numerous, that nearly every county is traversed by one or more of them. Distances by railroad from Chicago—to Galena, 171 m.; St. Louis, 268; Cairo, 365; Milwaukee, 85; Detroit, 243. From Alton to Terre Haute, 173 m.; Cairo to Dubuque, 454. All of the great lines in the north radiate from Chicago, and thus that city has become, and will always remain, the emporium of the State. The Illinois Central R. R. is the longest road in the Union belonging to one company, and its construction was mainly owing to the Act of Congress, approved 20th September, 1850, which granted to the State an extent of land bordering the road equal to 2,595,000 acres. The State, by Act of 10th Feb., 1851, incorporated the Illinois Central Railroad Company, and conferred upon it the right of way, with all the lands, etc., granted by Congress.

The Illinois and Michigan Canal is 100 miles long, extending from Chicago to Peru, at the head of navigation, on Illinois River. It was commenced in 1836, and completed in 1848, since which time it has done a large business. It is 60 ft. wide, and 6 deep; its locks, 17 in number, are 110 ft. long, and 18 wide; and it cost $6,600,000.

The trade of Illinois with the adjoining States cannot readily be ascertained. During 1854, the grain of all kinds exported from Chicago amounted to 12,902,320 bush.; and during 1855 to 16,638,813 bush.; which facts have proved that Chicago is now the largest primary grain port in the world. The number of the arrivals of vessels at Chicago during 1855 was 5,410; and their aggregate tonnage, 1,608,845. The amount of lumber received was 326,553, 467 ft., against 252,330,200 ft. in 1854; and there was a corresponding increase in other receipts. On June 30th, 1855, the tonnage of Illinois was 53,796 tons, of which 50,972 were enrolled at Chicago, 2,515 at Galena, and 309 at Alton. Steam ton-

nage of Chicago, 3,208; of Galena, 2,515; of Alton, 200—total, 5,923.

The increase of population in Chicago and other cities and large towns has been even more rapid than the general progress of the State. In 1840, Chicago contained 4,479 inhabitants; in 1843, 7,580; in 1846, 14,169; in 1850, 28,269; in 1853, 60,652; in June, 1854, 65,872; in August, 1855, 80,028. Quincy and Galena have each about 13,000 inhabitants; Peoria, Rock Island, Alton, and Springfield, about 10,000; and several other places from 3,000 to 5,000.

Springfield has been the capital of the State since July 4th, 1839. It is regularly laid out, and has been neatly built; some of the dwellings are very elegant, and several of the churches are superior edifices. The State Capitol stands in a large square, in the centre of the town, and is a handsome edifice of stone. The County Court House is a commodious granite building.

Chicago is situated on the western shore of Lake Michigan, on both sides of the Chicago River, and on its north and south branches. Its site is a very level plain, though susceptible of good drainage, and sufficiently elevated to prevent inundation. The surrounding country is nearly flat, rising very gradually towards the west. The river is from 150 to 225 ft. wide, 20 to 30 ft. deep, and extends west for half a mile, when it branches to the north and south. The southern branch admits vessels of heavy burden for a distance of 5 miles. The city extends about 6½ m. from north to south, and 3½ from east to west, and consists of three divisions, formed by the river and branches. There are five public parks, besides a public square, occupied by the Court House, and on the north side an open lake beach. Piers have been built into the lake, and the bar at the mouth of the river has been reduced, so as to admit large steamboats. The number of elegant public buildings, churches, etc., is increasing yearly. The Central R. R. Depot is a handsome edifice, built of white limestone, 500 ft. long by 160 wide. Several of the hotels are very large and elegant. The condition of the public schools is highly creditable, and forms one of the most interesting features of the city. Water is supplied from the lake by means of steam water-works, erected at an expense of $360,000. The general appearance of the city is constantly improving; the amount expended during 1854 in building and improvements (of dwellings, stores, hotels, etc.,) was reported at $2,438,910, and the corresponding amount during 1855 at $3,735,254. The largest manufacturing establishments are the locomotive and car works, railroad machine-shops, and the factories of agricultural implements. The slaughtering and beef-packing business is very extensive. The climate is variable, subject to extremes of temperature, and much affected by the lake.

Galena, is situated on Fevre River, about 6 m. from its entrance into the Mississippi, (2½ m. in direct line,) which is navigable for large steamboats. It is built on both sides of the river, though mainly on the west side, and upon very steep bluff hills. This place early became the focus of the lead-mining district of the Upper Mississippi, and has so continued to the present time. Lead is still dug from the steep hills which nearly environ it, even within the chartered limits of the city. The mining interest is more solidly prosperous than formerly; more capital is embarked in the business, and the labor employed is rendered more effective. The trade of Galena with the river towns has long been very large, and more steamboat tonnage is owned here than at any other

point on the Mississippi, excepting New Orleans and St. Louis. The traffic with the east has been wonderfully increased since the opening of the railroad to Chicago.

Quincy is finely situated on the Mississippi River, 90 m. west of Springfield, and, by the river's course, 172 m. above St. Louis. Its site is 125 ft. above the river, commanding an extensive view. The vicinity is a rolling prairie, of great fertility, and is one of the best-cultivated parts of the State. Manufacturing and trading interests are already very extensive and constantly increasing.

Peoria is the largest town on the Illinois River, and is situated at the outlet of the expanse called Peoria Lake, which forms a beautiful feature in the scenery. It is located on an elevated slope, laid out in rectangular blocks, and well built. This is the place of shipment of the products of the surrounding country.

Rock Island City is situated on the Mississippi River, 2 m. above the mouth of Rock River, and derives its name from an island, 3 m. long, of which the south extremity is opposite the city. This island has an average width of half a mile, and in some parts presents a perpendicular front of limestone, 20 or 30 ft. high. Nearly all of it belongs to the U. S. Government; at its foot are the ruins of old Fort Armstrong, built in 1816, abandoned in 1835, and burned in 1855. Over this island and the channels of the Mississippi is the great railroad viaduct and bridge, 5,832 ft. long, opened April 22, 1856. The rapids of the Mississippi commence some 12 m. above the island, and terminate at its foot. The city promises to become one of the most important on the river, and its manufactures are already in a very flourishing condition.

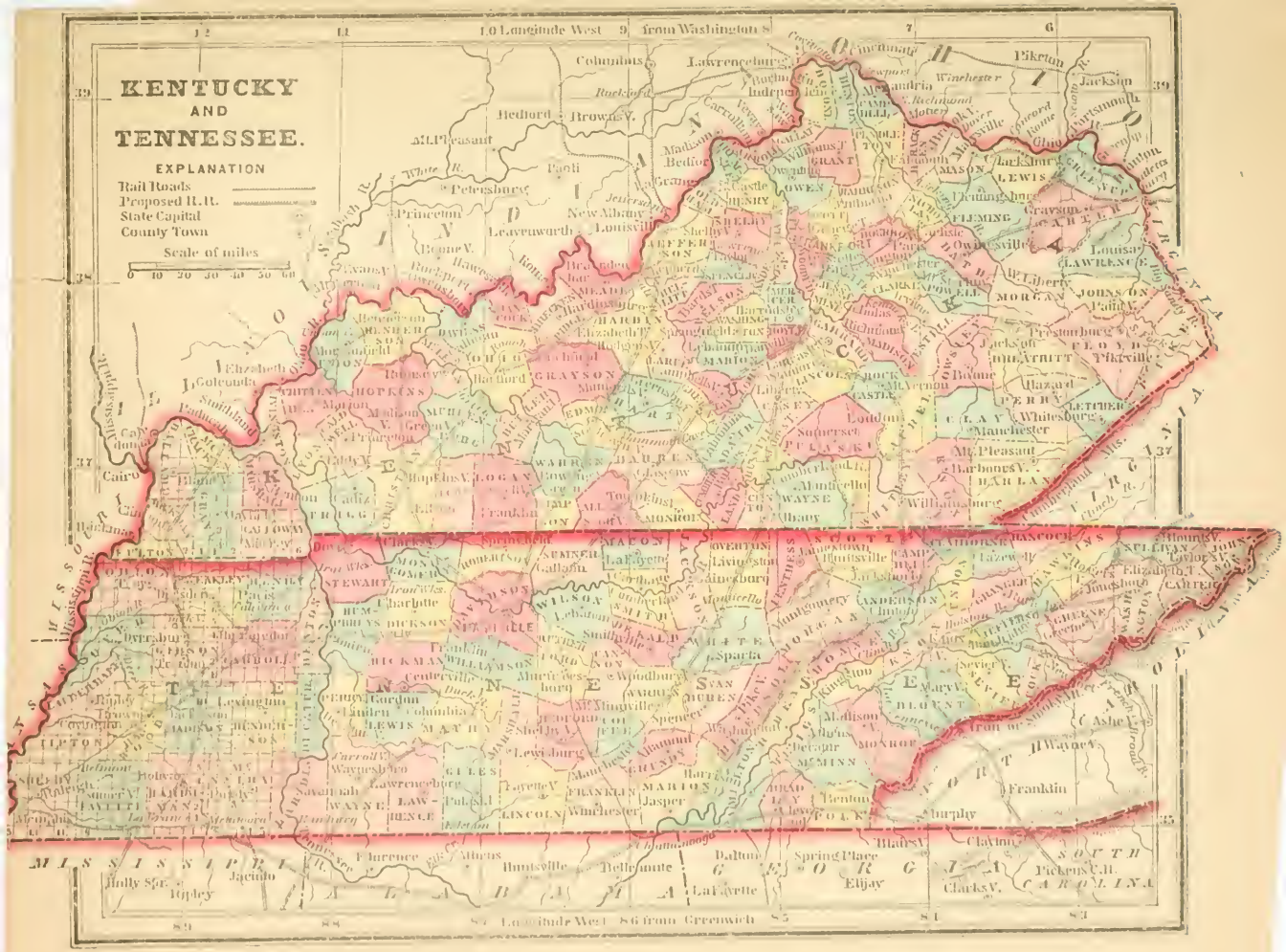
Alton is 25 m. above St. Louis, and 5 m. above the mouth of Missouri River. It has a favorable position for trade, and its landing and site are among the best on the Illinois side of the Mississippi. The State Penitentiary was located here in 1832. The surrounding country is rich in bituminous coal, good limestone, and considerable timber. Upper Alton is a flourishing village, and the seat of Shurtleff College (Baptist), founded in 1835.

Ottawa is located on both sides of the Illinois River, 84 m. from Chicago. It carries on a large business in the exportation of grain, etc., and possesses very superior advantages of water-power in the Falls of Fox River, which have a descent of 29 ft. within a short distance. Rich beds of coal are found in the vicinity.

La Salle, 14 m. W. of Ottawa, is also noted for its trade, which is constantly extending.

Jacksonville, 32 m. W. of Springfield, contains the State's Institutions for the Insane, Blind, and Deaf and Dumb; Illinois College, founded in 1830, and two flourishing seminaries.

Along the different lines of railroad are numerous villages, which have sprung into existence within the last few years.


KENTUCKY
AND
TENNESSEE.
EXPLANATION
Rail Roads
Proposed R.R.
State Capital
County Town
Scale of miles
0 10 20 30 40 50 60
1.0 Longitude West 9 from Washington
Longitude West 86 from Greenwich
Columbus
Lawrenceburg
Cincinnati
Piketon
Jacksin
Portsmouth
Bedford
Brownsv.
Rockford
Carrollton
Madison
Williamstown
Alexandria
Richmond
Winchester
Mill Pleasant
Petersburg
Paoli
White R.
Princeton
New Albany
Louisville
Leavenworth
Hartford
Owensboro
Shelbyville
Frankfort
Lexington
Versailles
Georgetown
Paris
Carlisle
Maysville
Mason
Lewis
Greenup
Fleming
Grayson
Carter
Owingsville
Louisa
Lawrence
Liberty
Johnson
Morgan
Prestonsburg
Floyd
Pikeville
Elizabethtown
Hardinsburg
Harrodsburg
Danville
Stanford
Somerset
Pulaski
London
Manchester
Whitesburg
Letcher
Perry
Clay
Mt. Pleasant
Barbourv.
Harlan
Williamsburg
Cumberland R.
Colesburg
Hopkinsville
Madisonville
Greenville
Princeton
Cadiz
Eddyville
Cairo
Paducah
Mayfield
Calloway
Hickman
Columbus
Clinton
Jackson
Trenton
Dyersburg
Carroll
Gibson
Obion
Lake
Memphis
Randolph
Fayette
Somerville
Lauderdale
Tipton
Hardeman
Haywood
Shelby
Bolivar
Hardin
Savannah
Purdy
Selmer
Corinth
Florence
Tuscumbia
Huntsville
Bellefonte
Dalton
Spring Place
Elijay
Clarksv.
Pickens C.H.
Clayton
Murphy
Franklin
Ashev.
Waynesv.
Jacinto
Ruddy Spr.
Ripley
Mississippi
Tennessee
Virginia
North Carolina
South Carolina

STATE OF KENTUCKY.

Kentucky extends between Tennessee and the Ohio River, with irregular breadth, and has an area of 37,680 sq. m. The S. E. boundary is formed by the Cumberland Mts., and several outlying ridges traverse the S. E. counties; but none of their elevations exceed 2,000 ft. More than half of all the rest of the State is characterized by a surface that is generally undulating and in parts hilly. The Ohio Hills are a range of hills extending down the Ohio Valley at a distance of some 10 or 20 m. from the river. West of Cumberland River, the surface is more level, though in parts it is moderately hilly or undulating. Besides the great rivers which border it, Kentucky has several large streams, in parts navigable by steamboats, viz: Cumberland, Tennessee, Green, Salt, Kentucky, Licking, and Big Sandy, all of which flow in northwest direction, emptying into the Ohio. This State was formerly noted for the extent of its heavy forests, and good timber is still abundant. Extensive tracts of the limestone formation are remarkable for their deep caverns and sinks. The Mammoth Cave has been explored at least 15 miles, and it has several great branches; its features vary in different sections, and it is impossible to fully describe them in our limited space. The first or great chamber averages about 50 ft. in height, and 80 ft. in breadth (in some places expanding to 150 ft.) and is 3 or 4 m. in length. There is a deep river, in which there are many white and eyeless fish. The "bottomless pit" is 175 ft. deep, and is covered by a pointed dome, 40 or 50 ft. high. The temperature of the cave is 59° throughout the year; its air is nitrous and exhilarating. In other parts of Kentucky there are very many objects of great interest, and numerous mineral and medicinal springs of much celebrity.

The population of Kentucky is greater, in proportion to its area, than that of any other of the interior Southern States. The total number of inhabitants in 1790 was 73,077; in 1800, 220,955; in 1810, 406,511; in 1820, 564,317; in 1830, 687,917; in 1840, 779,828; and in 1850, 982,405. At the last census, the classes were—whites, 761,413; free colored, 10,011; slaves, 210,981. The relative proportion of the whites to the total population in 1790 was 83 2-3 per cent., and then decreased gradually to 75¼ per cent. in 1830, but from that time slowly increased, and in 1850 was 70½ per cent. The proportion of the free colored has increased very steadily from 1790. The proportion of the slaves was highest in 1830, then amounting to 24 per cent., and thence decreased to 21½ per cent. in 1850. The whites and free colored were thus classified in 1850 as to nativity: Born in the State, 601,764; in other States, 139,117; (total of natives of U. S., 740,881); in foreign countries, 29,189; of unknown origin, 1,354—aggregate, 771,424. The number from other States (139,117) consisted of 54,694 from Virginia; 23,623 from Tennessee; 14,279 from North Carolina; 9,985 from Ohio; 7,491 from Pennsylvania; 6,470 from Maryland, etc. The foreign-born consisted of 13,617 from Germany; 9,466 from Ireland; 2,805 from England; 1,116 from France, etc. One-seventh of the slaves are mulattoes, being a larger proportion than in any other slave-holding State. During 1840-50, the increase of the total population

was more than in either of the census periods since 1810–20, and this was chiefly owing to the great increase of the whites.

The chief agricultural product is Indian corn, and the crop reported in 1850 was nearly one-tenth of all produced in the United States. The soils throughout all Kentucky are generally very fertile, and are quite uniform in respect to their composition, though they vary in depth and richness. After corn, there are several products that are very extensively cultivated. The crop of oats reported in 1850 was 8,201,311 bush., do. in 1840, 7,155,974; wheat, in 1850, 2,142,822, in 1840, 4,803,152. More than one-fourth of the U. S. crop of tobacco is raised in Kentucky, (nearly as much as in Virginia;) in 1850 the crop was 55,501,196 lbs., and the number of tobacco plantations, each raising 3,000 lbs. and upwards, was 5,987. More than one-half of the U. S. crop of hemp is raised in this State; in 1850, the number of hemp-planters was 3,520, and their products were stated at 16,432 tons of dew-rotted, and 1,255 tons of water-rotted hemp. Flax raised in 1850, 2,100,116 lbs., and flax-seed, 75,801 bush. Potatoes raised—Irish, 1,492,487 bush.; sweet, 998,179; total, 2,490,466 bush., being more than twice the amount produced in 1840. The amount and value of the live-stock are relatively large.

The products of the various classes of manufactures amount to a sum which is proportionally very large, considering that the industry of the State is so generally employed in agriculture. In 1850, the total capital employed was stated at $12,350,734; raw material used at $12,170,225; and the annual product at $24,588,483, showing a profit of 62 per cent. Product of the chief branches: tanning, $985,267; iron casting, $744,316; pig iron, $604,037; wrought iron, $299,700; (aggregate of these three branches of iron manufacture, $1,648,053;) woolen, $318,819; cotton, $273,439 salt, $57,825. Great quantities of coarse bagging are made and sent to the South for packing cotton. The home-made manufactures in 1850 were valued at $2,459,128, exceeding those of every other State, except Tennessee.

The mineral wealth of Kentucky lies mainly in its varieties of limestone, its bituminous coal, and its ores of iron, but there are other deposits of considerable importance. The bituminous coal-fields are continuous of those in Illinois and Ohio, and have an area of 10,000 or 12,000 square miles. The Breckenridge cannel coal, mined near the Ohio River, is remarkable for its yield of coal-oil. Below this cannel coal, at a depth of about 100 feet, is a part of the great bituminous coal-field, which yields a dense coke, and is of superior value for blacksmithing. Stone-coal occurs in some of the eastern counties, and in both the E. and N. E. sections the coal crops out of the river banks and hill sides. Ores of iron are found in many portions of Kentucky, but chiefly in its eastern division. Marble is found on the cliffs of Kentucky River, and fine sandstone in the valley of Triplett Creek.

The railroads, in the summer of 1856, had an aggregate length of about 230 miles in operation, and fully an equal extent was in progress. The line first completed was that from Lexington to Frankfort, 28 m., in 1840; and this was finished to Louisville, (65 m. from Frankfort,) in 1851, making a total of 93 miles. Both divisions of this line were commenced and partly constructed some twenty years ago, but their projectors were unable to complete them. The Covington and Lexington R. R., 98 m., was opened November 30th, 1854.

Several other lengthy and important lines will soon be finished.

The trade of Kentucky with other States passes mainly through the chief towns on the Ohio River—Louisville, Covington, and Maysville; but upon the completion of the railroads leading into Tennessee, etc., a large share of it will pass southward over these lines of communication.

Kentucky's indirect commerce with foreign countries is really quite extensive, but the actual amount is unknown, since it passes through New Orleans and other ports, and is included in their returns. Among the principal exports are, tobacco, hemp, and its manufactures.

The tonnage owned in this State is all in steam navigation; its amount (District of Louisville) in 1855 was 22,680 tons, against 20,122 in 1854. The tonnage built in 1855 was 9,402 tons, or 27 steamers, which was considerably less than previous years.

Population in 1850 of the cities and chief towns: Louisville, 43,194 (in 1854, 51,726); Lexington, 8,000; Covington, 9,408; Newport, 5,895; Maysville, 3,840; Frankfort, 3,308; Paducah, 2,428; Henderson, 1,775; Harrodsburg, 1,481.

Frankfort, the capital of the State, is situated on the right bank of Kentucky River, 60 m. from its mouth. It is compactly built, on an elevated plain, between the river and a bluff which, at a short distance behind the town, rises to the height of 150 ft. The State House is a handsome edifice, built of marble quarried in the vicinity. Besides its various public buildings, Frankfort is distinguished for its principal cemetery, which contains a splendid monument, erected by the State, to the memory of the Kentuckians who fell in the national wars, the tombs of Daniel Boone and his wife, and of many eminent public men.

Louisville is 133 m. below Cincinnati by the course of the Ohio, and is beautifully situated around the Falls of that river. The importance of the city as a commercial place has been owing mainly to the existence of these falls, which here arrest the natural course of navigation. In 1833, a canal, 2½ m. long and of 22 ft. lockage, was cut through the solid limestone, at a cost of $750,000; but these dimensions are now insufficient for large steamboats, and a steamboat railway is proposed.

Lexington is situated in an exceedingly fertile and delightful region, and was formerly the capital of the State. It contains the edifices of Transylvania University, founded in 1798, a State Lunatic Asylum, several academies, and many elegant houses. Ashland, the former homestead of Henry Clay, is 1½ m. from the city.

Covington and Newport, opposite Cincinnati, are mainly suburbs of that city; they are separated by the Licking River, and each contains numerous manufactories.

Maysville, also on the Ohio, has a good site, an important trade, and carries on considerable manufacturing business, but is particularly noted as the greatest hemp market in the Union.

Paducah, just below the mouth of Tennessee River, and 340 miles below Louisville, transacts most of the trade of that portion of Kentucky. Henderson is a similar place.

Harrodsburg, 30 miles S. of Frankfort, is celebrated for its mineral waters. It is said to be the oldest village in Kentucky, its first cabin having been built in 1774. This is the most fashionable summer resort in the State or in the western part of the Union, and very large sums of money have been expended in improving the hotels, etc., at the Springs. Bacon College, located here, was founded in 1836.

STATE OF TENNESSEE.

Tennessee has a mean breadth, N. and S., of about 112 miles, while its length varies from 300 to 410 miles. Its area is computed at 45,600 square miles. There are three natural divisions of the State, viz: East, Middle, and West, which are formed by the Cumberland Mts. and Tennessee River. East Tennessee has a somewhat mountainous surface, being traversed by several parallel ridges of the Appalachian Chain, of which the Cumberland Mts., in its west part, are the chief; these are continuous, about 50 m. broad, and frequently 2,000 feet high. The surface of Middle Tennessee in its east part, near the Cumberland Mts., is diversified and hilly; but towards the west this aspect is gradually changed, until it becomes an undulating surface, which slopes in N. W. direction towards the confluence of the Ohio and Mississippi Rivers. In West Tennessee, between the Tennessee and Mississippi Rivers, the surface is generally level, or slopes gradually towards the latter river, and is somewhat marked by the valleys of its tributaries. The length of the Mississippi's channel along the west border is about 160 m., in which are several fine sites for commercial towns. Tennessee River is navigable for steamboats throughout its course of 200 miles across the State. Cumberland River flows within the State for some 250 m., and is also navigable for light steamboats. Excepting the sources of the Tennessee, the affluents of these two rivers are small, though numerous, and frequently afford water-power. The climate is marked by freedom from those great extremes, at opposite seasons of the year, which are common in most northern and central States.

The total population in 1790 was 35,791; in 1800, 105,602; in 1810, 261,727; in 1820, 422,813; in 1830, 681,904; in 1840, 829,210; and in 1850, 1,002,717. At the last census the classes were—whites, 756,836; free colored, 6,422; slaves, 239,459. In 1790, the relative proportion of the whites to the total population was 89 2-9 per cent.; since that time it has gradually decreased, and in 1850 it was about 75½ per cent. Though the actual number of the free colored increased greatly from 1820 to 1850, its relative proportion was the same at each period. The proportion of the slaves in 1790 was about 10½ per cent.; it steadily increased from that time to 1850; and in the latter year was 24½ per cent. The increase of each class from 1840 to 1850 was about the same as from 1830 to 1840; that of the total population during 1830–40 was 21 3-5 per cent., and during 1840–50, about 21 per cent. The whites in 1850 were thus classified as to nativity: Born in the State, 580,695; in other parts of the Union, 168,966; in foreign countries, 5,638; of unknown origin, 1,537. Three-fourths of the free colored were born in the State. Of the combined number of whites and free colored from other States, there were 72,027 from North Carolina; 46,631 from Virginia; 15,197 from South Carolina; and 12,609 from Kentucky; or about 86 per cent. (of those from other States) from these four States. Of the foreign-born, there were 2,640 from Ireland; 1,210 from Germany; 706 from England, etc.

The chief agricultural staple is corn; the crop reported in 1840 was 44,986,188 bush., and that reported in 1850 was 52,276,223, or nearly one-

eleventh of all produced in the Union. Cotton is chiefly raised in the west and southern sections; in 1850 there were 4,043 cotton plantations, each raising 5 bales and upwards, and the crop then reported was 194,532 bales of 400 lbs., ginned, or about 8 per cent. of the total U. S. product; the crop in 1840 was 27,701,227 lbs., gathered. The potato crop of 1850 was 2,777,116 bush. of sweet, and 1,067,844 of Irish—total, 3,845,560; total in 1840, 1,904,370. The wheat crop reported in 1850 was 1,619,386, showing a remarkable decrease since 1840, when it was 4,569,692. The oat crop of 1850 was 7,703,086 bush., being about one-tenth more than the same in 1840. Tobacco is generally cultivated, and in 1850 the product was one-tenth of the total United States product, or 20,148,932 lbs.; yet this was much less than that of 1840, which was 29,550,432. Number of cotton plantations, each raising 3,000 lbs. and over, 2,215. The raising of live-stock receives considerable attention, though less than formerly, and great herds of them are exported to the Atlantic States.

The annual product of the manufactories in operation in 1850 was stated at $9,728,438, of which one-sixth was produced by three branches of the iron business, viz: pig iron, $676,100; wrought iron, $670,618; iron casting, $264,325—or aggregate, $1,611,043. Product of tanneries, $746,484; of cotton works, $510,624. East Tennessee is possessed of great abundance of water-power, of coal, iron, etc., and has good facilities for obtaining cotton, wool, and hemp. The home-made manufactures in 1850 much exceeded those of any other State, and amounted in value to $3,137,790.

The mineral resources of Tennessee are of great value. The principal deposits are in the counties adjoining the Cumberland Mountains. Iron ores of rich quality are found in abundance, and extensively produced in the vicinity of Cumberland River, and in other sections. Copper is found in rich beds in the S. E. corner of the State, in Polk and Monroe Cos., and a large amount of capital has been raised for working them. The main coal-field, according to Taylor, covers over 4,300 sq. m. Marbles, limestone, slate, and other building materials are abundant. There are several valuable mineral springs; and among the Cumberland Mountains are deep caves of great length.

Two railroads of great importance were opened in part in 1852, with combined length of 134 m. The first was soon opened throughout, from Nashville to Chattanooga, 151 m. The second is nearly completed, viz: from Dalton, Ga., to Knoxville, 110 m. Several other lines have been opened in part, and are in progress; and the aggregate length of the roads open in the summer of 1856 was about 400 m., while a still greater length was in construction. The State aids the progress of some of the lines by endorsing the bonds of their companies; and the amount of such endorsement, up to Oct. 1st, 1855, was $4,717,000.

The valuation of taxable property in 1852 was $186,620,119; and in 1855, $219,011,048.

Population of the chief towns in 1850: Nashville, 10,165; Memphis, 8,841; Columbia, 2,977; Knoxville, 2,076; Murfreesborough, 1,917; Shelbyville, 1,615; Lebanon, 1,554; Pulaski, 1,137; Jackson, 1,000; Brownsville, 971; Franklin, 891, and no others with as many as 800 inhabitants.

Nashville, the capital of the State, is situated on Cumberland River, about 200 m. from its mouth, upon an elevated limestone bluff, and thus presents a commanding appearance as seen from every direction. The manufacturing business and

the trade are quite active, and have been built up by the enterprise of the citizens. The new capital is one of the most extensive structures of of the kind in the Union; it is built of fine limestone, was commenced in 1845, and its estimated cost is $1,000,000. The buildings of the University and several public edifices are of excellent construction. The State Hospital for the Insane, 6 m. from the city, is a splendid structure in the castellated style. Since 1850, the population of N., and of its suburbs, has greatly increased. In the vicinity (13 miles to the N. E.) is the Hermitage, or homestead of Andrew Jackson, where that illustrious General and President of the United States died on 8th June, 1845, aged 79.

Memphis has one of the best sites on the Mississippi River, being built upon a bluff, 30 ft. above the highest floods. The landing is convenient, and is formed on a bed of sandstone jutting into the stream. One of the chief features of the city is the Navy-Yard, established by the United States, and ceded to the city in 1854.

Columbia, on Duck River, has considerable trade, is noted for its excellent Academies, and is the seat of Jackson College, founded in 1833.

Knoxville, on the Holston River, was laid out in 1794, and from that year until 1817 was the capital of the State. It contains the University of East Tennessee, founded in 1807, and the State Asylum for the Deaf and Dumb.

Chattanooga was laid out in 1839, but was only a small settlement until 1850, when the Western and Atlantic R. R. was completed. It is now one of the most flourishing and important towns in the State.

Murfreesborough, situated 30 m. S. E. of Nashville, is well built, and surrounded by a very productive country. It was the capital of Tennessee from 1817 to 1827. It contains the Union University (Baptist), founded in 1841.

Lebanon, 30 m. E. of Nashville, is the seat of Cumberland University (Presbyterian), founded in 1844, to which a flourishing law-school is attached. Considerable business is done in manufacturing.

Jackson and Brownsville are centres of trade for their sections, and Pulaski and Franklin are of more note for their manufactures.

STATE OF WISCONSIN.

Wisconsin has an area of 53,924 square miles. Its surface consists of rolling or gently undulating prairie and timbered land, and the greater part of it has a general slope towards the Mississippi River. The elevation of the surface is quite uniform. The highest section is comprised in the range of hills west of the Wisconsin River, which rise out of a nearly level region. The south-eastern part of the State consists of one continuous table-land, marked by ravines along the streams, which are depressed but little below the surrounding surface: its principal features are, the prairies, the oak openings, the timbered borders of the streams, and small lakes, and the natural meadows. Proceeding north—to the Fox and Wisconsin Rivers, and Green Bay—the timber increases, the soil gradually changes from the vegetable mould of the prairie to a sandy loam,

and the surface becomes somewhat depressed and uneven, diversified with timber, rolling prairie, large marshes, and extensive swamps. Farther north and west, the unevenness of the surface increases, and the streams become rapid, affording abundance of water-power for the manufacture of lumber from the immense forests. In the southwestern part of the mineral district, the country is somewhat broken. In this section are several peculiar elevations, called "the mounds." The water-shed, dividing the streams flowing into Lake Michigan from those emptying into the Mississippi River, is nearer to the lake than to the river. The Wisconsin River is the most important stream of the interior, and is navigable by steamboats to the rapids at Portage, where it closely approaches a tributary of Lake Winnebago. Rock River may be ascended by steamboats, at times of high-water, for some distance within this State. The Bad Axe, Black, Chippewa, and St. Croix are large streams, and important channels for floating timber from the pine regions to market, and might be rendered navigable. The State contains a great number of ponds, or small lakes. Lake Winnebago is about 28 m. long and 10 wide, in its greatest dimensions, covering an area of 212 sq. miles. The principal harbors on Lake Michigan are generally safe and of easy access.

In 1830, the population of Wisconsin was 3,245; in 1836, 11,686; and in 1838, 18,149. The Indian title to large tracts of land was extinguished in 1837, and from that time the settlements began to extend in a remarkable manner. In 1840, the population was reported at 30,945; in 1842, 46,678; in 1846 (from imperfect returns), 155,277; in 1850, 305,391; and in June, 1855, 552,109. Number of free colored in 1850, 635; in 1855, 788. The proportion of the sexes in 1840, was—61 males to 39 females; in 1850, 54 males to 46 females. Classification of the population in 1850, in respect to nativity: Born in the State, 63,015; in other States, 134,897; in foreign countries, 106,695; nativity unknown, 784. The number of those from other States was made up of 68,595 from New York; 11,462 from Ohio; 10,157 from Vermont; 9,571 from Pennsylvania; 6,285 from Massachusetts; 5,292 from Illinois; 4,135 from Connecticut, etc. The foreign-born comprised 35 per cent. of the total population, being a larger proportion than in any other State. Their number (106,695) was made up of 38,064 from Germany; 21,043 from Ireland; 18,952 from England; 8,651 from Norway; 8,277 from British America; 4,319 from Wales; 3,527 from Scotland, etc. Over two-thirds of all the Norwegians in the Union in 1850 were in this State.

Agricultural pursuits will for many years to come be the chief support of the population. The natural condition of the country, especially of the southern part of the State, is highly favorable for successful farming. The prairies are not so extensive as those of some other States, but, being surrounded and intersected by timber, they are adapted to immediate and profitable occupation. The soil of the prairies and openings is a vegetable mould, dark-brown in color, from one to two feet deep, very mellow, exceedingly fertile, and destitute of stone or gravel. The subsoil is a clayey loam. The grain crops reported in 1850 were—wheat, 4,286,131 bush.; oats, 3,414,672; corn, 1,988,979; barley, 2,9,692; rye, 81,2..; buckwheat, 79,878. Since 1850, the farmers in the open prairies have transferred part of their labor in raising winter-wheat to other crops, because the cold winds of winter, sweeping over the unprotected surface of the ground, have generally

killed the growth. Other products reported in 1850 were—Irish potatoes, 1,402,956 bushels; peas and beans, 20,657 bush.; hay, 275,662 tons; flax, 68,393 lbs.; maple-sugar, 610,976 lbs.; beeswax and honey, 131,005 lbs.; hops, 15,930 lbs. In 1850 the value of the live-stock was $4,897,385; and the value of the animals slaughtered during the year previous was $920,178.

The manufactures are of limited extent, owing to the youth of the State and the thinness of the population. In this respect, however, Milwaukee and other cities are rapidly increasing. The census of 1850 reported the product of manufactures in Milwaukee County at $1,871,661. The Board of Trade in Milwaukee has reported that the product of manufactures in the city during 1854 was $4,633,712, and during 1855 was $5,500,412.

Northern Wisconsin is covered with immense forests of pine, and its lumber business has become very extensive. The following is an estimate of the amount of pine lumber sawed in Wisconsin during 1854, specifying the different sections:—St. Croix River, 25,000,000 feet; Chippewa, 40,000,000; Black, or Sappah, 18,000,000; Wisconsin, 95,000,000; Wolf, 30,000,000; Green Bay, 35,000,000; Manitowoc, 22,000,000; total, 265,000,000. Owing to the great demand for lumber upon the prairies, to the south and south-west, the lumbering business of Wisconsin is said to be increasing more rapidly than any other business in the State.

Most of the "Lead district of the Upper Mississippi" is comprised in the south-western part of this State, but the greater part of the lead produced is shipped from Galena, Illinois. The ore is found throughout Grant, Fafayette, and Iowa Cos., and to some extent in the adjoining counties. Iron ore of great purity is abundant at the Iron Ridge in Dodge and Washington Cos., and extensive arrangements have been made in that vicinity for the manufacture of railroad iron and other articles Copper—the yellow sulphuret or iron pyrites—occurs in vast quantities at Mineral Point, where upwards of 1,500,000 lbs. were obtained before the year 1840. West of the Menomonee River there is an immense bed of iron, continuous from Upper Michigan. The same region is said to contain excellent marble.

The railroads in Wisconsin in January, 1856, had an aggregate length of 432 miles constructed, and 263 miles in process of construction. The Milwaukee and Mississippi R. R. was opened to Madison, 98 m., in May, 1854, and is under contract to be finished to Prairie du Chien by Nov. 1, 1856. The Milwaukee and La Crosse R. R. was opened to Beaver Dam, 61 m., in Sept., 1855. The Milwaukee and Watertown R. R. is 45 miles long; the Chicago and Milwaukee, 85 miles.

The Fox and Wisconsin Rivers Improvement was commenced in 1852 by a company chartered by the State, to which was transferred the public land, 306,040 acres, granted by Congress for the purpose of this improvement. In the fall of 1855 the canals and locks on the Lower Fox River were completed, and on the 28th of November steamboats passed from Green Bay to Lake Winnebago. On the completion of the improvements and canal between the Upper Fox and Wisconsin Rivers, steamboats can pass from the lakes to the Mississippi River.

The following estimate of the value of the exports of the principal places during 1854 was made up from reliable authorities: Value of shipments from Milwaukee, $5,785,000; from Kenosha, $1,710,237; Racine, $1,381,691; Sheboygan,

$663,168; Green Bay, $374,435; Ozaukee, $160,000—aggregate, 10,074,531.

On June 30th, 1855, the tonnage belonging to the District of Milwaukee was 15,624 tons, of which 288 tons were in steam navigation. During the year then ending, 1,452 tons were built, against 2,946 in the year previous.

Population of chief cities and townships in June, 1855, according to State census: Milwaukee, 30,448; Madison, 8,658; Racine, 8,044; Janesville, 7,788; Beloit, 4,247; Fond du Lac, 4,230; Oshkosh, 4,118; Kenosha, 3,897; Sheboygan, 3,630.

Madison, capital of the State, is noted for the beauty of its situation. It stands on an isthmus, about three-fourths of a mile wide, between Lakes Mendota and Menona. Each of these lakes is about 6 m. long, and navigable for small steamboats. The public buildings and some of the houses are constructed of a beautiful cream-colored stone, obtained in the vicinity. The State House stands in the centre of a handsome square of fourteen acres, upon the summit of the principal elevation in the town. The University stands on the summit of a hill or mound, of about equal height, and one mile west from the State House. The State Lunatic Asylum has recently been organized. This place was selected as the seat of government in 1836, and it then contained no building, except one log cabin.

Milwaukee is situated near the mouth of Milwaukee River, which empties into Milwaukee Bay of Lake Michigan. Along either side of the river the surface is low and level, but at a short distance it rises to the bluffs, which surround the city and form a sort of amphitheatre. The low part is altogether occupied by stores, offices, hotels, and other places of business, while the higher parts are occupied by residences. The buildings are mostly constructed of brick made in the vicinity, which is of a light-yellow color. Great quantities of these bricks are exported to other places, and the business of brick-making is one of the most important branches of industry in the city. Many of the churches are handsome buildings, of which the Catholic Cathedral is the most splendid.

Watertown is a flourishing city, and has had a steady growth. It is finely situated on both sides of Rock River, at the foot of Johnson's Rapids, which, by means of a dam, afford the best and most extensive water-power in that part of the State.

Racine now ranks as the second city in the State. It has a beautiful and healthy location at the mouth of Root River, 23 m. S. of Milwaukee, upon a plain elevated about 40 ft. above the lake. It is well situated for trade, having a good harbor, and surrounded by a very fertile district, through which plank-roads extend. It is the seat of Racine College (Episcopal), founded in 1852.

Janesville, 70 m. by railroad from Milwaukee, is built on both sides of Rock River. Dams have been constructed across the river, and valuable water-power has thus been obtained. The State Institution for the Blind is here located.

Beloit is 14 m. S. of Janesville, adjoining the Illinois boundary. It has a very picturesque site, and is the seat of Beloit College.

Fond du Lac is situated at the southern extremity of Lake Winnebago, has an extensive trade, and promises to be the best business point in that part of Wisconsin.

Oshkosh, on the west side of Lake Winnebago, at the mouth of Fox River, is the largest place north of Fond du Lac. Steam saw-mills are located here and along the Lake Shore, which manufacture lumber from logs floated down the Wolf.

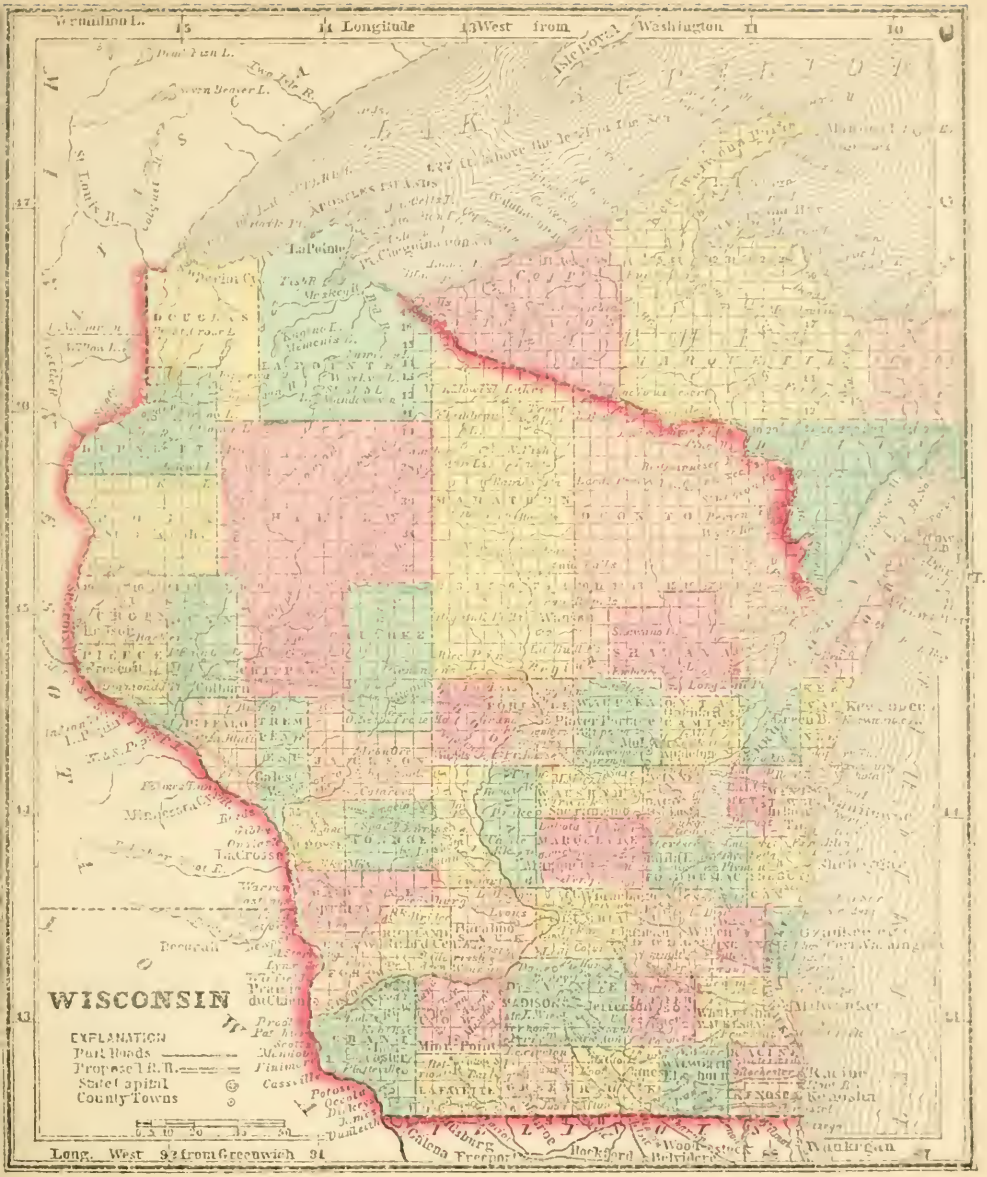
STATE OF IOWA.

Iowa extends from the Missouri and Big Sioux Rivers on the west, eastward, between the parallels of 40° 30′ and 43° 30′ N. latitude, to the Mississippi River; and it also includes the small tract between the Mississippi and Des Moines Rivers, south of 40° 30′. The entire area is computed at 50,914 sq. m. About three-fourths of the whole area has a general slope in south-eastern direction, and is traversed by large streams, which maintain a remarkable parallelism in their courses to the Mississippi River. About one-fourth of the area is drained by tributaries of the Missouri River, which are separated from the tributaries of the Des Moines by a ridge of only moderate elevation. Most of the surface of Iowa is high and rolling prairie-land, and is divided into sections by the tracts of timber. The natural timber of full growth is mainly along the streams. On many of the prairies, where the fires are not now allowed, a vigorous young growth has sprung up, and in some sections considerable has been done in cultivating timber. The valleys of the Des Moines, Iowa, and Red Cedar Rivers are generally level, with some gentle swells and moderate undulations. The bottom-lands along the Missouri River are frequently eight miles wide, very level, sufficiently elevated to escape inundation in the seasons of floods, and during some winters remain verdant. The climate is highly salubrious, and is generally exempt from sudden changes of temperature.

The population of Iowa Territory in the year 1836 was 10,531; in 1838 it was 22,860; in 1840, 43,112; and in 1844, 81,921. In 1850 the population of the State was 192,214; in 1852 it was 230,000; and in 1854, 326,014. Number of voters in 1852, 43,019; and in 1854, 59,948. Number of aliens in 1852, 7,211; and in 1854, 10,378. Number of militia in 1854, 50,284. Number of free colored in 1850, 333; and in 1854 480. In 1854, the number of whites consisted of 170,302 males, and 154,900 females—total, 325,202. In 1850, the classification as to nativity was: Born in the State, 50,380; in other States, 120,240; in foreign countries, 21,232; of unknown nativity, 362—total, 192,214. The number from other States consisted of 30,713 from Ohio; 19,925 from Indiana; 14,744 from Pennsylvania; 8,944 from Kentucky; 8,134 from New York; 7,861 from Virginia; 7,247 from Illinois; 4,271 from Tennessee; 3,807 from Missouri, etc. The foreign-born consisted of 7,253 Germans; 4,895 Irish; 3,785 English; 1,756 British-American, etc.

Iowa is indebted to its agricultural resources for nearly all of its prosperity. The soil is naturally very fertile, and may be readily brought to a profitable cultivation. According to Owen's geological report, the prairie country, based on rocks belonging to the Devonian and Carboniferous system, extending up the valleys of the Red Cedar, Iowa, and Des Moines, as high as latitude 42° 31′, presents a body of arable land, which, taken as a whole, for richness and organic elements, for amount of saline matter, and due admixture of earthly silicates, affords a combination that belongs only to the most fertile upland plains. On some of the higher grounds of the carboniferous region the soil is occasionally gravelly, and occasionally siliceous. The grain crops reported in 1850 were—corn, 8,656,799 bush.; wheat, 1,530,581; oats, 1,524,345; buckwheat, 52,516;

IOWA
EXPLANATION
Rail Roads
Proposed R. R.
County Towns
Scale of miles
0 10 20 30 40 50
Long. West from Greenwich
Long. West from Washington
MINNESOTA
NEBRASKA T.
MISSOURI
ILLINOIS
WISCONSIN
Missouri R.
Mississippi R.
Des Moines
Iowa City
Dubuque
Burlington
Keokuk
Council Bluffs
Davenport
Muscatine
Keithsburg
Monmouth
Quincy
Columbus
Galena
Bellevue
Madison
Lancaster
Memphis
Princeton
Trenton
Gentry C.H.
Edina
Monticello
Omaha Cy.
Kanesv. or Council Bluffs
California Cy.
Osage
Gaston
Nebraska Cy.
Old Ft. Leavenwort
Bennetts Ferry
Otoe City
Linden
Mary V.



Vermilion L.
Longitude West from Washington
Isle Royal
Two Isle R.
Seven Beaver L.
St Louis R.
Apostles Islands
La Pointe
Douglas
Lapointe
Marquette
Manitowoc
Ocontoo
Shawano
Wausau
Colburn
Pierce
Cales
Minnesota City
La Crosse
Prairie du Chien
Mendota
Finimore
Cassville
Potosi
Occola
Dickeys
James
Dunleith
Galena
Freeport
Rockford
Belvidere
Woodstock
Waukegan
Racine
Kenosha
Milwaukee
Jefferson
Madison
Mineral Point
Lafayette
Sacramento
Lyons
Barabao
Sheboygan
Green B.
Kewaunee
Wisconsin
Explanation
Rail Roads
Proposed R.R.
State Capital
County Towns
Long. West from Greenwich

barley, 25,093; rye, 19,916. From the State valuation returns of 1854, it appears that the quantity of land taxed, and the number of live-stock taxed, was at least twice the corresponding amount in 1850, and it is probable that the agricultural products have similarly increased.

The manufactures are very limited. The State returns of 1854 reported that the total value of the capital employed in manufacturing was $1,639,411, against $1,253,464 in the previous year. The largest amounts were—in Des Moines County, $38,330; Van Buren County, $36,669; Lee County, 34,891.

From the same returns it appears that the capital employed in merchandizing in 1854 was $2,359,504, (against $1,231,704 in 1853,) of which, in Lee County, $374,326; in Des Moines County, $8274,897.

The most important mineral of Iowa is coal. The great Iowa or Des Moines coal-field underlies an area of about 25,000 square miles, or one-half of the State, comprising the central and southern sections. Its shape is nearly a half-ellipse; its width E. and W. is about 200 m., and N. and S. 140 m.; its beds have been estimated to be, on the average, 100 ft. deep; and it is crossed centrally and diagonally by the Des Moines River. The lead district surrounding Dubuque is continuous from that on the opposite side of the Mississippi, and is considered to comprise about one-tenth of the entire lead region. The beds of the ore in Iowa lie deeper than on the other side of the river, and vary considerably in depth and richness. The shipment of lead from Dubuque during 1854 was 3,069,640 lbs.; valued, at the mines, at $178,830. Limestone, excellent for building purposes, is found in various places, especially in the bed of the Des Moines. The beds of gypsum in Yell County and the centre of the State are said to be the most extensive in the Union.

Three great lines of railroad are in progress of construction by the Mississippi and Missouri R. R. Company, formed in December, 1852. The first line commences at Davenport, was opened to Iowa City, 55 m., in the spring of 1856, and will be continued to Council Bluffs. The second line will extend from Muscatine, through Oskaloosa, to a point on the Missouri River opposite the mouth of the Platte or Nebraska River, 21 m., below Council Bluffs. The third line will extend from Muscatine up the Cedar Valley, and the portion to Cedar Rapids, 63 m., will soon be opened. Other lines of less extent have in part been put under contract.

The Des Moines River Improvement has been in progress for several years. By Act of March 8th, 1846, Congress granted certain lands to aid in this improvement, viz: the alternate sections of land in a strip five miles wide on each side of the Des Moines River, amounting to 1,300,000 acres. According to a contract made in 1854, the entire work will be completed July 1st, 1858.

The imports consist principally of assorted merchandise, necessary for the consumption of a new country, and the household property of immigrants. The value of the imports at Dubuque during 1855 was reported to be $11,266,845, against $4,933,208 in 1854. Exports during 1855 from Dubuque, $3,689,266; during 1854, $1,573,408.

Population in the spring of 1854 of the principal places: Burlington, 7,306; Dubuque, 6,634; Davenport, 5,272; Keokuk, 4,789; Muscatine, 3,694; Iowa City, 2,570; Fort Madison, 2,010; Oskaloosa, 1,499; Cedar Rapids, 1,120; Fairfield, 1,013.

Fort Des Moines was selected as the future

capital of the State by the Legislature in the year 1854. It is situated a little to the south of the centre of the State, on the Des Moines River, at the confluence of Racoon River, and 174 miles W. of Davenport by railroad. In July, 1846, the garrison was removed and the present town was laid out. The population has steadily increased, and the place will ultimately be noted for its manufactures and other branches of business.

Iowa City is situated on the Iowa River, 80 miles from its mouth, and 55 miles W. by N. from Davenport. This place was selected as the capital in May, 1839, before any settlement had been made, and in a year afterwards it had about 550 inhabitants. The surface of the city is comprised on three successive plateaux, rising like terraces. The former State House is an elegant edifice, and, with its extensive grounds, was granted to the State University. The State Institutions for the Blind and Deaf and Dumb are here located.

Burlington, on the Mississippi, is a flourishing town, being well located and having much trade. Its first white inhabitants arrived in 1832, it was laid out in 1834, and it was the seat of government during 1836–39. Its manufactories are numerous. The Burlington University (Baptist) was established in 1852.

Dubuque is beautifully situated on an elevated plain, about two miles long by half a mile wide, bounded on the west by high bluffs. The view of the surrounding country obtained from these bluffs is exceedingly delightful. The city is compactly built, contains many handsome buildings, and appears to possess every element of growth and thrift. The trade is mostly with the interior.

Davenport, on the Mississippi and opposite Rock Island, has become a point of great business. The railroad bridge over the Mississippi at this place was opened April 22, 1856, and has greatly advanced the prosperity of the city and vicinity. The city contains three flourishing seminaries of high grade.

Keokuk is situated at the foot of the Des Moines or Lower Rapids, at the extreme S. E. corner of the State, upon a bluff 150 feet above high-water mark in the Mississippi. It is the natural outlet of the fertile valley of the Des Moines, and is thus possessed of great advantages for business. It contains the Iowa Medical College, founded in 1848, several academies, and the best public school-house in the State.

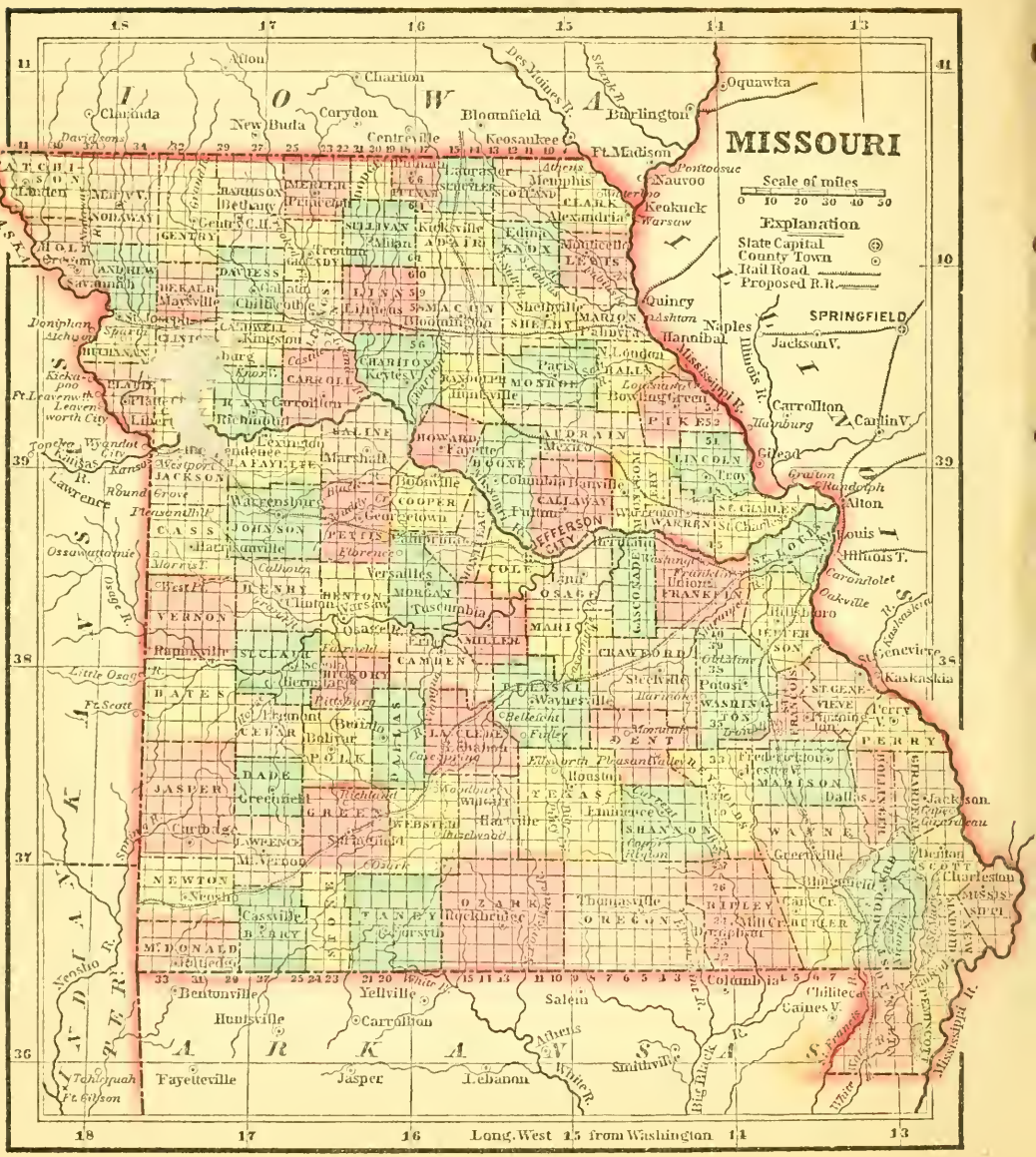
Muscatine is favorably located to command the trade of a large section of country. Its chief branch of business is in the manufacture of pine lumber, etc., from logs obtained in Wisconsin and Minnesota.

Fort Madison, on the Mississippi, 22 m. above Keokuk, has an active trade, and its manufactures are rapidly increasing. It contains the State Penitentiary.

Oskaloosa, 95 m. W. by S. of Muscatine, is a handsome place, and growing as rapidly as any inland town of similar position. It contains one of the State Normal Schools.

Cedar Rapids, 25 m. N. of Iowa City, is a thriving village, in one of the best portions of the State. The water-power is very good, and there is a large amount of timber in the vicinity. Mount Vernon, 14 m. distant, contains the Iowa Conference Seminary.

Fairfield, 53 m. W. N. W. of Burlington, is an important town of the interior, and contains an U. S. Land Office and branch of the State University. There are several thriving villages in different sections of the same county.


MISSOURI
Scale of miles
0 10 20 30 40 50
Explanation
State Capital
County Town
Rail Road
Proposed R.R.
SPRINGFIELD
IOWA
ARKANSAS
Long. West 15 from Washington

STATE OF MISSOURI.

Missouri comprises an area of 67,380 sq. m., and is the largest of the States, excepting Texas and California. The portion lying north of the Missouri River has generally an undulating or level surface and fertile soil, although there are some sandy tracts. South of the Missouri River the surface is more diversified, the soils are of varied fertility, and extensive tracts are heavily timbered. In the S. E. part there is a great marsh, reaching into Arkansas, and occupying an area of about 3,000 sq. m. In the S. W. section the surface is, in parts, very hilly, forming the outskirts of the Ozark Mountains. The central-western section is somewhat uneven, and is the first part of the vast plain which stretches away to the Rocky Mountains; its soils are of varied formation, but generally fertile. The Mississippi River, in its winding course, borders the State for a distance of 470 m. The Missouri River is larger and more rapid, and its waters are of a yellowish color, from containing great quantities of sand. The Osage, Grand, Chariton, Salt, Gasconade, and Maramec are important rivers, navigable at high water to a considerable distance. The climate of Missouri is variable, and marked by great extremes of temperature at opposite seasons of the year.

The total population of Missouri in 1810 was 20,845; in 1820, 66,586; in 1830, 140,455; in 1840, 383,702; and in 1850, 682,044. At the last date the classes were—whites, 592,004; free colored, 2,618; slaves, 90,040. During each census interval the actual number of slaves has greatly increased, yet the relative proportion of this class in 1850 (or 12·83 per cent.) was less than at any former census, owing to the more rapid increase of the whites. Classification in 1850 of the whites and free colored in respect to place of birth: Born in the State, 277,604; in other parts of the Union, 243,222; in foreign countries, 72,474; of unknown origin, 1,322; aggregate, 594,622. Of those from other States, there were 69,694 from Kentucky; 44,970 from Tennessee; 40,777 from Virginia; 17,009 from North Carolina; 12,752 from Indiana; 12,737 from Ohio; 10,917 from Illinois; 8,291 [illegible]nsylvania; 5,040 from New York; 4,25[illegible] from Maryland, etc. Of the foreign-born, 45,1[illegible] were from Germany; 14,734 from Ireland; 5,[illegible]79 from England; 2,138 from France, etc. According to the State census in 1852, the total population was then 713,017, consisting of 623,319 whites, 2,526 free colored, and 87,172 slaves.

The agricultural capabilities of Missouri are very great. The most fertile alluvial lands are the river-bottoms, especially those on the north side of the Missouri River. In 1850 more than one-half of the free male population over 15 years of age were employed in farming, etc. Corn is the most important grain crop, and the main stay of the farmers. The soil, climate, and seasons are more favorable to the production of corn than any other crop. The crop reported in 1850 was 36,214,537 bush., against 17,332,524 in 1840. Other crops reported in 1850—oats, 5,278,079 bush.; wheat, 2,981,652; Irish potatoes, 939,006; sweet do. 335,505. The hemp crop of 1850 was 46 per cent. of the total raised in the Union. The amount reported was 15,968 tons of dew-rotted, and 60 tons of water-rotted. The culture is on the increase. The tobacco raised in 1840 was

9,067,913 lbs.; and in 1850, 17,113,784. of which about one-half was raised in Howard, Chariton, and Randolph Counties. Orchard fruits, especially the varieties of the apple, flourish in this region, and are among the most profitable products. Peach and plum trees generally bear well, but the pear and cherry do not. Wine is produced in this State, particularly by the German population, in very considerable quantities. It is of the character of the Rhenish wines, and is generally made from the Catawba grape, which is usually grown on hill-sides.

In 1850, the annual product from "manufactures, mining, and the mechanic arts" was reported at $29,749,265, produced by 3,029 establishments. In St. Louis Co., $16,046,521; in Platte, $789,484; in Buchanan, $748,237; and in few other counties, more than $300,000. Product of principal branches mentioned—tanning, $466,241; iron casting, $336,495; pig-iron, $314,600; and cotton, $142,900. The chief manufactures carried on in St. Louis are those of flour, refined sugar, oils, chemicals, stoves, iron-ware, machinery, clothing, and furniture; but almost every branch known in the largest eastern cities is here prosecuted to some extent. In the interior counties, the manufactures are those usually found in agricultural districts, and supplying immediate wants. The home-made manufactures, produced during the year ended 1st June, 1850, were valued at $1,674,705.

Missouri contains immense deposits of iron and coal, besides great quantities of lead and copper. The deposits of specular iron ore in this State are among the largest on the globe. Iron Mountain is entirely composed of this ore, and Pilot Knob is partly composed of it. These celebrated summits are about 6 miles apart, and 40 miles from Ste. Genevieve, on the Mississippi. Other ores of iron are found in different parts of the State. The principal lead-mines are surrounding Potosi, in Washington County, and immediately north of the Iron Mountain; and there are mines of less extent situated farther to the north. Copper is most abundant near the La Motte Mines, but it is found throughout the mineral region. Bituminous coal exists in vast beds on both sides of the Missouri River, below the mouth of the Osage, and 40 miles up that river. In Callaway County there is a bed of cannel coal, which consists in part of a solid stratum, 24 ft. thick. The limestone formation, extending from St. Louis to the north part of the State, affords abundance of good building material.

In 1851, the Legislature agreed to lend its credit to two great lines of railroad, viz: the Pacific R. R., commencing at St. Louis, and extending on the south side of Missouri River to the west line of the State, and the Hannibal and St. Joseph's R. R., extending from the Mississippi to the Missouri, on the north side of the latter, and connecting the places named. Subsequently, the State increased its grant of aid to these lines, and extended its aid to other lines. The City of St. Louis subscribed $500,000 to each of four lines. The Pacific R. R. was opened to Jefferson City, 125 m. from St. Louis, in the autumn of 1855, and is steadily progressing westward. The other lines have not advanced with as great rapidity.

The tonnage belonging to St. Louis on June 30th, 1855, was 60,592 tons, of which 52,478 tons were employed in steam navigation. During the year preceding 25 vessels were built, with aggregate tonnage of 5,084 tons.

The City of St. Louis is the only large city in the State, and it contains, with the remainder of

the County of St. Louis, one-sixth of the total population of the State. It it situated on the west bank of the Mississippi River, 18 m. below the mouth of the Missouri River, 175 m. above the mouth of the Ohio River, and 1,201 m. above New Orleans, by the course of the river. Its site occupies two terraced plateaux; the first is 20 ft. above high-water mark, and its ascent is somewhat abrupt; the second is about 40 ft. higher, but its ascent is more gradual, and it spreads out into an extensive plain. The principal business part of the city, where the heavy commission and wholesaling business is done, is very compactly built. The Court House occupies an entire square, and is an elegant structure, costing about $450,000; its fronts are adorned with porticoes, and in the interior is a large rotunda. A new Custom House and City Hall are in construction, and will be large and expensive buildings. Several of the churches have cost above $100,000. The largest of the reservoirs of the water-works is a very massive pile of masonry, and will contain over 32,000,000 galls. There are two flourishing medical colleges—the first is a department of the University of St. Louis, and the second is a department of the Missouri University. The Mercantile Library Association is one of the most prosperous institutions of the kind in the Union, possesses a splendid building and library of 13,000 vols. Much attention has been given to the improvement of public schools. According to the municipal census of Jan., 1856, the population of the city then amounted to 122,134, consisting of 119,051 whites, 1,541 free colored, and 1,539 slaves. About 45,000 are of German origin, and 23,000 of Irish origin. The Americans are from every quarter of the Union. Population at former periods—in 1830, 5,852; in 1840, 16,469; in 1844, 34,140; in 1850, 77,860; in 1851, 97,642.

Population of the principal towns in 1852, according to the State Census: Independence, 3,102; Lexington, 2,882; Hannibal, 2,704; St. Joseph, 2,257; Boonville, 2,189; Weston, 2,008; St. Charles, 1,637; Louisiana, 1,349; Cape Girardeau, 1,177; Palmyra, 1,168; Columbia, 1,139; Liberty, 1,100; Jefferson City, 1,090; Ste. Genevieve, 1,027; and no other towns were reported to have more than 1,000 inhabitants.

Jefferson City, the capital of the State, is situated on the south bank of the Missouri River, and 125 m. W. of St. Louis by railroad. Its site is elevated, and commands a fine view of the river. It contains the State House, Executive Mansion, State Penitentiary, County Offices, etc.

Independence, like several other towns on the west border of the State, is a celebrated rendezvous for companies emigrating by the overland route to Utah and the Pacific coast. The emigration by this route has greatly declined during the last few years.

Lexington is one of the largest towns on the Missouri River, and is 157 m. W. from Jefferson City by the river's course. It has an active trade, and various manufactories. Hemp is extensively raised in the vicinity, and there are several rope-walks in the town. Beds of coal are here found on the bank of the river.

St. Charles, 12 m. N. W. of St. Louis, has a very handsome and healthful location.

Columbia, 35 m. N. N. W. of Jefferson City, is the seat of the State University, which has a large and elegant building, erected by the subscriptions of the citizens of the county.

Fulton, 20 m. N. E. of Jefferson City, contains the State Institutions for the Insane, and Deaf and Dumb, and Westminister College.

STATE OF ARKANSAS.

Arkansas occupies a central position in the Lower Mississippi Valley. Length, N. and S., 243 m.; breadth, 170 to 260; area, 52,198 sq. m. The surface of the State slopes in S. E. and S. direction, though the tract bordering the Mississippi River is a low marshy plain, and is annually overflowed. Westward from Little Rock, and extending to the west boundary, are the Washita Hills, between which and Louisiana the surface is level or undulating. The Valley of the Upper Arkansas is of similar character. In the N. W. section are the Ozark Mountains, which are disposed in broken ranges. North of these the country is hilly or rolling, and interspersed with very fertile prairies. Nearly every section contains heavy timber; the different kinds of trees are very numerous, but the white-oak is the most valuable and abundant. The principal rivers are navigable for steamboats, except during the summer droughts. The climate is variable, and is affected in winter by the strong prairie winds.

The total population in 1820 was 14,273; in 1830, 30,388; in 1840, 97,574; in 1850. 209,897. At the last census, the classes were—whites, 162,189; free colored, 608; slaves, 47,100. The foreign-born amounted to 1,628, comprising 540 from Germany, 514 from Ireland, 278 from Great Britain, etc. About one-third of all the whites were natives of the State. According to the State Census in 1854 the population had then increased to 253,117 (20⅔ per cent. in 4 years), consisting of 199,224 whites, 614 free colored, and 60,279 slaves.

The great staples are corn and cotton. The crop of corn in 1850 was reported at 8,893,939 bush., and in 1854, 11,536,969. Bales of cotton produced—in 1850, 65,344; in 1854, 160,779. Oats—in 1850, 656,183; in 1854, 1,040,206. There are many varieties of soil in Arkansas, though there are comparatively few sections that are unproductive, excepting the marshy tracts.

The annual product of the manufactories in 1850 was $607,436 (being less than in any other State); of which, from tanneries, $78,774, and from cotton manufacture, $16,637.

The minerals comprise coal, iron, zinc, lead, manganese, gypsum, and salt. The principal coal-field commences 40 miles above Little Rock, and extends on both sides of the river beyond the western boundary of the State.

No railroads have yet been constructed.

Population of chief towns in 1850: Little Rock, 2,167; El Dorado, 1,925; Van Buren, 1,242; Smith, 1,690; Fort Smith, 964; St. Francis, 1,276.

Little Rock is situated on Arkansas River, about 300 m. from its mouth, upon a rocky bluff, 50 ft. high, and the first that occurs on ascending the river. Two miles above this is another rocky bluff, about 200 feet high, called "Big Rock." The town contains the State House, United States Arsenal, State Penitentiary, and six churches, all substantially built of brick.

Van Buren is situated on the Arkansas River, 5 miles from the western boundary. Its trade is probably larger than that of any other place in the State, and the annual sales amount to more than $1,000,000. The village contains a steam cotton-factory, steam flouring-mill, four churches, etc.

94 Longitude West 92 from Greenwich 91
Lon. West 15 From Washington 14
ARKANSAS
Scale of Miles
0 10 20 30 40 50
MISSOURI
LOUISIANA
TEXAS
INDIAN TER.
MISSISSIPPI
Rockbridge
Thomas V.
Van Buren
Mc Donald
Forsyth
Rutledge
CARROL
Carrollton
MARION
Yellv.
FULTON
Pilot Hill
RANDOLPH
Pocahontas
LAWRENCE
Smithv.
Jacksonport
Batesv.
INDEPENDENCE
IZARD
Mt. Olive
SEARCY
Lebanon
NEWTON
Jasper
MADISON
Huntsv.
BENTON
Benton V.
WASHINGTON
Fayette V.
CRAWFORD
Van Buren
Ozark
JOHNSON
Clarksv.
POPE
VAN BUREN
Clinton
CONWAY
Lewisburg
WHITE
Searcy
JACKSON
POINSETT
Bolivar
ST. FRANCIS
Mt. Vernon
Greenwood
SEBASTIAN
SCOTT
YELL
Danv.
PERRY
Perry V.
PULASKI
LITTLE ROCK
PRAIRIE
Browns V.
MONROE
PHILLIPS
Helena
ARKANSAS
POLK
MONTGOMERY
Mt. Ida
HOT SPRINGS
Hot Springs
Benton
JEFFERSON
Pine Bluff
PIKE
Murfreesboro
Arkadelphia
Princeton
DALLAS
SEVIER
Paraclifta
Washington
HEMPSTEAD
LAFAYETTE
COLUMBIA
UNION
El Dorado
Camden
CALHOUN
Hampton
Monticello
DREW
ASHLEY
Columbia
Memphis
Osceola
Raleigh

STATE OF CALIFORNIA

California, admitted into the Union in 1850, and the first State organized on the Pacific coast, has a larger area than any other State except Texas. Its outline is irregular, though the western boundary has a general parallelism with the coast-line. The entire area has been computed at 155,980 sq. m. The most notable features in the general view of the surface of California are the two great ranges of mountains, extending N. and S., and enclosing the vast valley, which comprises about half the area of the State. These ranges appear to be divisions of the continuous chain which extends along a great part of the coast of North America. Near the north boundary of the State they are united, though not in the usual manner, by a mountain-knot, but by transverse ridges. At the southern point of union each range curves elliptically to the common junction, and the range then extends through the Peninsula of Lower California. The Coast Range extends almost parallel to the Pacific coast, and comparatively near to it, the distance varying from 30 to 100 miles. The divisions of this range bear various local names. The elevation of this range varies considerably. Mt. Shasta is a remarkable peak in the north part of the State, in a branch extending to the Sierra Nevada, is about 14,000 ft. high, and covered with perpetual snow. Not far from it is Mt. St. Joseph, 12,000 ft. high. In lat. 40° is Mt. Linn, and in lat. 38° 40′ is Mt. St. Helen, both very lofty summits. In the southern part, in lat 34°, is Mt. San Bernardino, 17,000 ft. high. The Sierra Nevada range has a more uniform aspect. It rises from a base of about 500 ft. above the sea, and its highest summits reach an elevation of about 16,000 ft. The acclivities are wooded, to about half the height of the range, with oak, succeeded by a forest of gigantic pines, cedar, and cypress; then follows the bare granite, and lastly, the summits crowned with snow. The western slope of this range, especially the section between lat. 37° and 40°, is distinguished as the principal gold region. The great valley is about 480 m. long, with average breadth of 60 m. Its north half is traversed by the Sacramento River, and the south half by the San Joaquin, each having large tributaries. These streams unite near lat. 38°, about 15 m. above Suisun Bay, which is connected by a strait with the San Pablo or north arm of the Bay of San Francisco. Each is from 250 to 300 m. long, and always navigable for steamboats through a large part of its course. On their margins the surface is composed of level plains, gradually changing into undulating, and rolling toward the mountains. All of their important tributaries descend the Siera Nevada slope. Hence, the soil on their west side is comparatively dry and unproductive, while on the east side the river-bottoms are very fertile, and contain much timber. At the north end of the Sacramento Valley there is an elevated plateau, heavily timbered, with tracts of arable land along the streams. Throughout the north part of the State, and in some other sections, the forests are extensive, and a large proportion of the trees are of huge dimensions. The tract bordering the ocean, west of the Coast Range, was almost the only portion that, before the discovery of gold, contained any civilized settlements, and these were missionary stations, which were generally formed

on the fertile tracts at the mouths of the streams. In those lovely vales the Jesuits influenced many of the Indians to profess the faith, and organized them into civilized communities. Much of the coast is uneven and rugged, and portions are precipitous. The harbors are not numerous in proportion to the extent of the coast, and the best are the Bays of San Francisco, San Diego, and Monterey. Lake Tulare is the only large lake in California, but there are several small ones. The climate is remarkable for its periodical changes and for the long continuance of the wet and dry seasons, which divide the year about equally. During the dry season the weather is warmer in the great valley than on the coast. The rainy season is longer in the north than in the middle and south part of the State, and a greater quantity of rain falls in a given time.

The total population in 1850 was reported at 117,821. According to the State census in 1852 the total population was reported at 264,435, but as all the census agents set forth the fact of their inability to obtain the whole population of their respective counties, the Secretary of State, in publishing his report, stated his belief that it would be correct to add one-sixth to the population returned, making the total to amount to 308,507.

According to the manifested reports of passengers arriving at and departing from San Francisco, by vessels, it appears that the excess of arrivals in 1852 was 41,444; in 1853, 5,395; in 1854, 26,629; and in 1855, 8,958—aggregate, 82,426; but it is probable that the actual number was fully 90,000. No State contains a more diversified population. The classification of 1852 embraced the following: White inhabitants, 210,856, consisting of 176,115 males and 34,741 females; negroes, 2,090; mulattoes, 572; domesticated Indians, 33,539; foreign residents, 59,991. Of the latter class about 25,000 were Chinese.

In agriculture, remarkable progress has been made since 1852, and especially during the last two years. Enough has been done to show a marvelous fertility in the soil, in respect to variety, quantity, and size of the products. The following estimate of the agricultural productions during 1855 accompanied Gov. Bigler's message to the Legislature in 1856: Wheat, 3,740,000 bush., valued at $4,675,000; barley, 3,181,500, valued at $2,545,200; oats, 914,000 bush.; corn, 450,000; potatoes, 3,000,000, valued at $2,250,000; which, with the lesser products of onions, hay, buckwheat, and sweet potatoes, made the aggregate value of $12,897,128. Irish potatoes, onions, turnips, and all the edible roots cultivated in the Atlantic States, are here raised, of unusual size and superior quality. Oats grow wild in great quantities on the plains and hills along the coast, and as far inland as the sea-breeze has a marked influence on the climate. The southern region is highly favorable to the grape. The grasses are very luxuriant and nutritious, and, with the oats, are fully cured in and by the dry season, so that they remain in excellent preservation during the summer and autumn, affording excellent fodder. In 1855 the value of the live stock in the State was estimated at $15,744,692. The agricultural products exported during 1855 were valued at fully $1,000,000; of which, the flour amounted to $671,384, and the wheat to $85,776. Number of flouring mills, 84; value, $120,000.

The great gold diggings are comprised in the ranges of hills which border the western slope of the Sierra Nevada Mts., principally between lat.

37° and 40°; but gold is found in considerable quantities in other sections, particularly in the north-west. The gold first discovered consisted of the washings from the upper regions. The superstratum of these hills is quartz, which sometimes penetrates to a great depth, and extends in large masses in various directions, though frequently it occurs in small fragments, and thus does not cover the entire face of the country. It is evident that the gold was created in combination with the quartz. The "dry diggings" are places where quartz containing gold veins has cropped out, and been disintegrated by the action of water and the atmosphere. In these, the miners were formerly compelled to abandon their labors during the summer months; but by the recent construction of extensive canals and ditches, they can now prosecute their business throughout the year, and thus the amount of gold obtained by regular labor is yearly increased. Gold is combined with the quartz in a great variety of forms and in very different degrees of richness. The business of quartz-mining is steadily increasing. This can only be carried on with success by well-organized companies, since each establishment requires a large capital and heavy outlay. At the close of 1855 returns were received from 59 quartz-mills, which had crushed 222,060 tons of quartz-rock during the year, and realized the amount of $4,082,100. The "wet diggings" are in the beds of the rivers and creeks during the dry season. The aggregate amount of gold obtained down to the close of 1855 was about $375,000,000. The manifested shipment of gold from San Francisco during the years 1851–'55 was $232,754,458. Quicksilver mines exist in several places, and that at New Almaden is exceedingly rich. Platina and copper are widely distributed. Ores of iron, lead, silver, and other minerals, occur in many localities, but their extent and value are not fully known. White marble of fine grain and other varieties are found in different counties.

The first division of the Sacramento Valley R.R., viz: from Sacramento City to Folsom, 22 m., was formally opened Feb. 22d, 1856. It is to be extended to Marysville, and thence to other towns in the mining region. In 1855 measures were taken for surveying the routes of other proposed railroads, viz: from Sacramento to Benicia, from San Francisco to Stockton, and from San Diego westward to the head of the San Diego River.

The amount of the trade between California and the Atlantic States is not officially recorded. The shipping entered at San Francisco during the six years ending 1854 has been stated as follows: From American ports, 1,966 vessels of 995,296 tonnage; from foreign ports, 3,414 of 992,805 tonnage: total, 5,380 vessels, of 1,988,101 tonnage. Probably these figures do not include the arrivals of the small vessels and steamers from the home coast ports. The tonnage owned in the State on June 30th, 1855, was 92,263 tons, against 101,258 in 1854, and 104,209 in 1853. Of this amount in 1855 there were 14,279 tons employed in steam navigation. During the fiscal year 1854–'5 the direct commerce with foreign countries consisted of $8,224,066 as the value of the exports, and $5,951,379 as the value of the imports; showing a great increase over the preceding fiscal year, when the exports amounted to $1,101,680, and the imports to $3,068,287.

Besides San Francisco, there are several large cities and populous towns, and in each the number of inhabitants has been greatly increased since the last census. In San Francisco and other places there is always a large mass of floating

population. In the fore part of 1856 the estimated population of San Francisco was about 55,000 (in the Fall of 1852 it was 34,876, according to the census): of Sacramento, 16.000; Stockton, 10,500; Marysville, 9,000; Nevada, 7,500; Placerville, Sonora and San José, each 4,000.

Sacramento City, the political capital of the State, is situated on the left bank of Sacramento River, a little below the mouth of the American River, in the midst of a level and extremely fertile country, about 140 m., by water, N. E. from San Francisco. It is accessible at all seasons for steamboats and sailing vessels, and smaller craft can ascend far above it. These advantages, with the railroad, have rendered this place the principal entrepôt of the supplies for the northern mines. Sutter's Fort is about one mile above the central part of the town.

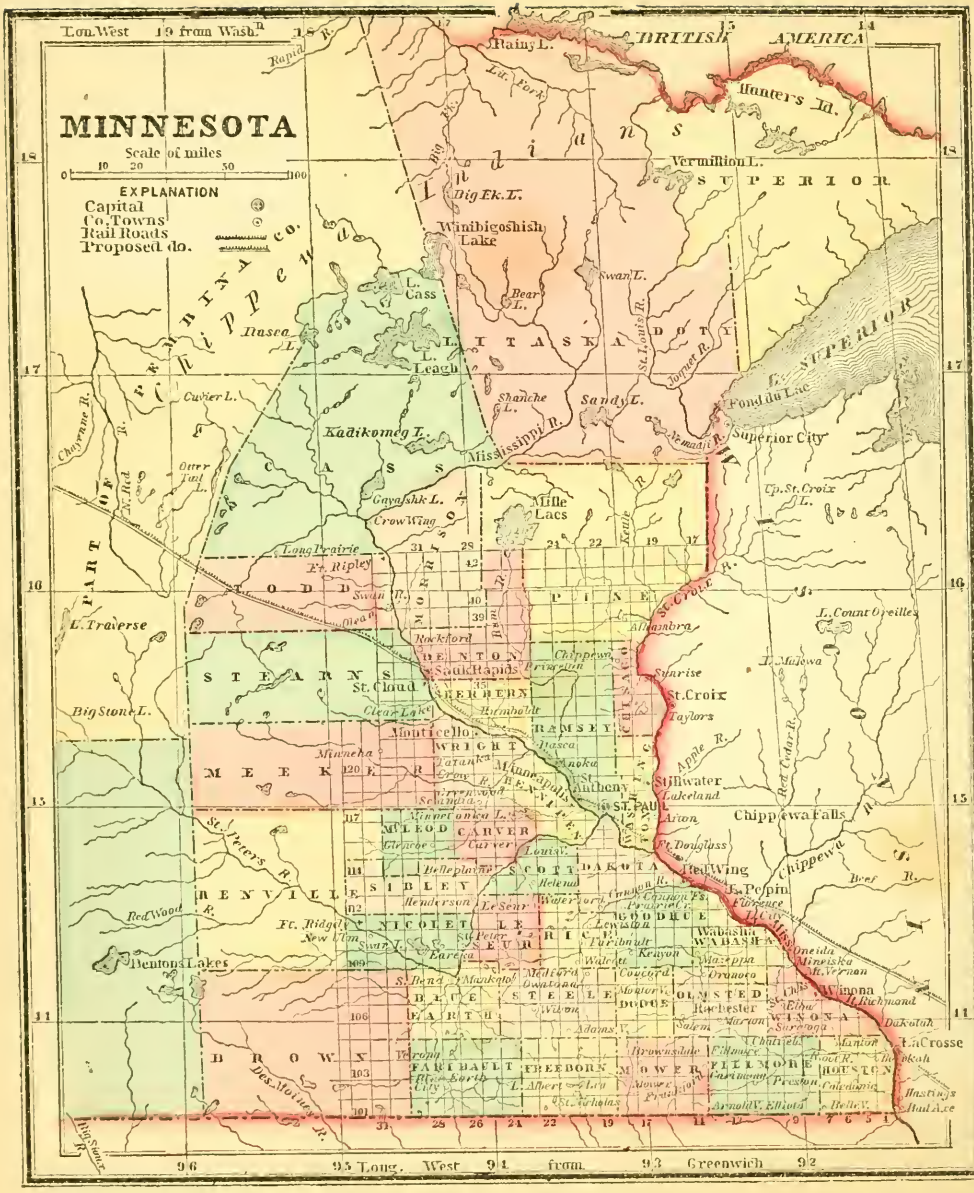
San Francisco is situated upon a plain, which rises gently from the west shore of the magnificent Bay of San Francisco. The entrance to the city from the ocean is through a strait, called the Golden Gate, which is about 6 m. long and 1¼ m. wide at its narrowest point, with high hills on each side. The city is laid out according to a regular plan, and the streets generally cross at right angles. The principal streets are planked, but they are not paved, and are in wretched condition in wet weather, since the soil is very sandy. It was originally built around a semi-circular inlet of the bay, between Clark's Point on the north and Rincon Point on the south, these points being about a mile apart. All the space between is now built upon, the shore having been filled in with sand from the hills in the vicinity, and the wharves, streets, and warehouses having been constructed upon piles. In the principal streets many of the buildings are expensive, and a large proportion of the stores, etc., are substantially built of brick. But few of the new buildings in the city proper are constructed of wood, but in the outskirts and on the surrounding hills there are many handsome houses of this material. The principal public edifices are the Custom House, Marine Hospital, Mint, Exchange, and Metropolitan Theatre. In Jan. 1856, there were 30 churches, which had an aggregate attendance on Sunday of 9,565, or of about one-fifth of the civilized population. The water-works, supplying the city with water from Mountain Lake, situated 3½ m. W. of the city, are estimated to cost about $800,000.

Stockton ranks in size and importance next to Sacramento, and bears about the same relation to the southern part of the State as that city sustains to the northern part, since it is the point where most of the goods are landed, and trade is carried on for the southern mines. The city is situated on Stockton channel, 3 m. from its confluence with the San Joaquin River. The channel is always navigable for steamboats and vessels of 400 tons burden. The State Asylum for the Insane is located here.

Marysville is a flourishing city, situated on the north bank of the Yuba River, a mile above its confluence with Feather River. Steamboats ply regularly between this place and San Francisco. The main road from Sacramento city passes through it, and it will probably be soon connected with that city by railroad.

Nevada City, situated to the N. E. of Marysville, on a branch of the Yuba River, is one of the most prosperous towns in the mining region. Gold is abundant in the vicinity, both in quartz veins and in placers.

San José, 50 m. S. E. of San Francisco, is noted for its delightful climate.


Lon. West 19 from Wash.n
BRITISH AMERICA
Rainy L.
Lac. Fork
Rapid R.
Hunters Is.
MINNESOTA
Scale of miles
0 10 20 50 100
EXPLANATION
Capital
Co. Towns
Rail Roads
Proposed do.
Big Fk. L.
Vermillion L.
SUPERIOR
Winnibigoshish Lake
Swan L.
Bear L.
L. Cass
Itasca L.
L. Leach
ITASKA
St. Louis R.
Sandy L.
Fond du Lac
Superior City
Cutter L.
Kadikomeg L.
Mississippi R.
Cayashk L.
Crow Wing
Mille Lacs
Up. St. Croix L.
Long Prairie
Ft. Ripley
TODD
PINE
L. Traverse
Big Stone L.
STEARNS
St. Cloud
BENTON
Sauk Rapids
Rockford
Chippewa
Princeton
Sunrise
St. Croix
Taylors
Clear Lake
Monticello
WRIGHT
RAMSEY
Minneha
Minnetonka
Minnehaha
Anoka
St. Anthony
Stillwater
Lakeland
ST. PAUL
Chippewa Falls
MEEKER
Apple R.
Red Cedar R.
St. Peters R.
McLEOD
CARVER
Glencoe
Carver
Louisville
Ft. Douglass
Red Wing
Belle Plaine
SCOTT
DAKOTA
Helena
Prairie C.
Prairie Fs.
Florence
Le Sueur
Waterford
Lewiston
Wabashaw
WABASHA
Oneida
Minnieska
Mt. Vernon
Winona
Richmond
Dakotah
La Crosse
RENVILLE
SIBLEY
Henderson
Red Wood R.
Ft. Ridgely
New Ulm
NICOLLET
LE SUEUR
Traverse
Belleview
Mantorville
Rochester
Marion
Salem
OLMSTED
DODGE
WINONA
Trempeleau
Bentons Lakes
St. Peter
Mankato
Medford
Owatonna
Waseca
Orange
Concord
Elba
Sarsenga
BLUE EARTH
STEELE
Winona
Adams
Brownsville
Chatfield
Manton
Mound R.
Preston
Caledonia
Hastings
Hast Ace
BROWN
FARIBAULT
FREEBORN
MOWER
FILLMORE
HOUSTON
Des Moines R.
Big Stone R.
Long. West from Greenwich
96 95 94 93 92

THE ORGANIZED TERRITORIES.

The Acts of Congress by which the Territories, now existing as such, were organized, contain generally the same provisions for each Territory, which is regarded as an incipient State, since it is expected that Congress will admit each into the Union as a State when it contains sufficient population. However, Congress has the right to divide a Territory, or to annex any portion of it to another Territory or State. The Act of Organization of each Territory established the qualifications for voting (very liberal) at the first election; the form of the Legislative Assembly, the number and qualifications of its members, etc.; the terms of office of the Governor and Secretary (4 or 5 years), and their duties; the number of the courts, and their powers; and granted lands for educational purposes. Each Territory sends to Congress a Delegate, who is elected by a plurality of votes.

MINNESOTA.

Minnesota occupies the most elevated tract of land between the Gulf of Mexico and Hudson's Bay. It extends from the Mississippi and St. Croix Rivers, and Lake Superior on the east, between Iowa and British America, to the Missouri River, and its tributary White-Earth River, on the west. Its entire area has been computed at 166,025 sq. m. The general features of Minnesota are those of a high rolling prairie or elevated tableland, about equally divided between oak-openings and prairies. There are no mountainous ranges. Near Lake Superior there is an elevation of land, that may be called mountainous; but elsewhere the nearest approach to mountains is in the towering bluffs along the shores of the Mississippi, and from Dubuque to St. Paul these bluffs form the grandest feature of western scenery. The highest of these bluffs descend from their elevation on the river's bank by a gradual slope towards the interior. In the country between the St. Croix and Mississippi, the lakes and ponds seem to be innumerable, and they are also frequent west of the Mississippi. This region also contains extensive forests of good pine, though not of the largest growth. West of the Mississippi, commencing near the Crow-wing, its tributary, is the range of heights known as the Coteau du Grand Bois, or Wooded Heights, which extends southward and parallel to the Mississippi's course for 150 miles; this ridge is mostly covered with a dense forest of hard-wood. There is another elevated section, west of the former, and nearly parallel to it; it is a plateau, called the Coteau des Prairies, or Prairie Heights, about 200 m. long, and from 15 to 40 wide, extending through the middle of the southern part of Minnesota into Iowa. The character of the soil varies greatly. In the valleys of the rivers, especially in those of the Minnesota and the Mississippi and its tributaries in the southeast part of the Territory, it is generally excellent. The healthfulness of the climate is very remarkable, and the changes of temperature are almost entirely seasonable. The winter is characterized by its extreme dryness, there being an almost total absence of rain or moisture. The spring is usually boisterous and cold; the summer is short and pleasant; the autumn is long, warm, and the most delightful portion of the year.

In 1850 the Territory contained 6,077 inhab-

itants, and in 1855, 56,122. No. of free colored in 1850, 39. The Indian population in 1852 was estimated by Gov. Ramsey at 25,000.

Minnesota is destined to become a great agricultural and grazing region. All the principal grains and roots thrive in great vigor, as far north as Pembina, or to the northern boundary. There is less available grain-land in Minnesota, in proportion to its extent, than in Wisconsin or Iowa; but for grazing purposes, this Territory is superior to those States. The prairies are not large, as in Illinois and other States, but groves of timber are thickly interspersed over them, and clear streams everywhere abound. According to Gov. Ramsey, wherever the test has been made, Minnesota produces corn, wheat, oats, and potatoes, equal in quality to the corresponding product in any State, and in remarkable abundance.

From the geological surveys of Minnesota it does not appear that there is any great amount of mineral wealth within its borders. Near Lake Superior there is probably a considerable quantity of iron and copper. The most remarkable mineral in the Territory is the red pipestone, of which the Indians make their pipes, and which is said to be peculiar to the region of the Coteau des Prairies. East of the Red River of the North, Minnesota is mostly covered with drift, lying on crystaline and metamorphic rocks, which occasionally protrude to the surface in the valleys of the rivers and on the shores of lakes.

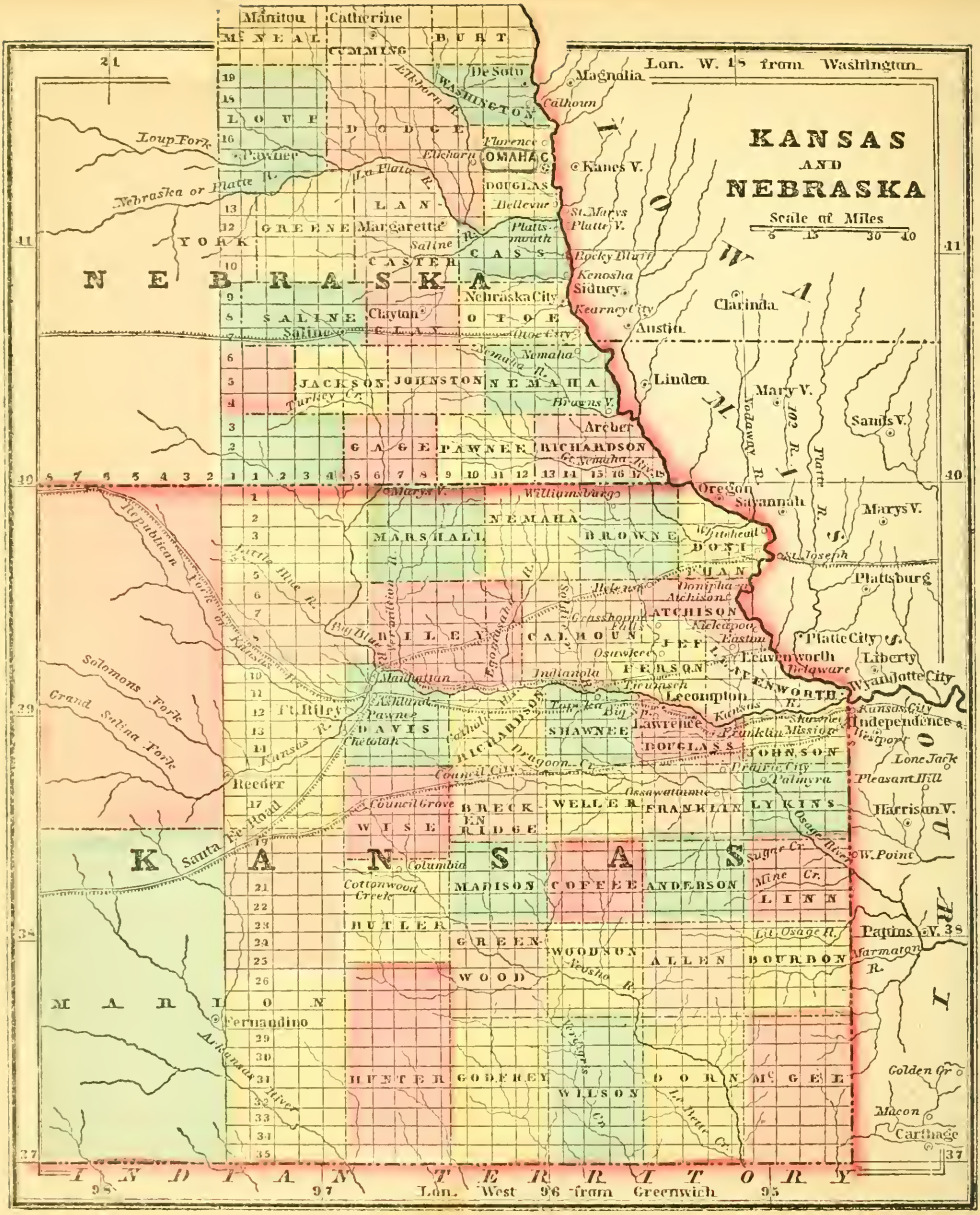
The steamboat business of the Upper Mississippi has grown within a few years from actual insignificance to great importance. The number of boats engaged in the trade of St. Paul in 1853 was 23, and the number of arrivals was 235; in 1854, 38 boats and 310 arrivals; in 1855, 68 boats and 563 arrivals. The growth of the steamboat interest is a pretty fair index of the general advancement of the country.

St. Paul, the capital and chief town, is situated on the left bank of the Mississippi, five miles below the confluence of the Minnesota River. Its site consists of a hilly terrace, sloping to the river, and is surrounded in the rear by a semi-circular plateau, elevated about forty feet above the town. The main street is a mile long, and is lined with buildings of all descriptions. There are ten churches and thirteen taverns. The State House is a very spacious brick building with large dome. The Court House and Public Market are large brick buildings. The population in 1850 was 1,112 (township, 1,338); in 1855, 5,454.

Eight miles above St. Paul are the thriving places of St. Anthony and Minneapolis, which were recently united, under the name of the latter, by an Act of the Legislature. St. Anthony is on the east side of the river, and Minneapolis is directly opposite, and they are connected by a handsome wire suspension bridge. The Falls of St. Anthony, at this point, afford great facilities for manufacturing; the perpendicular fall at the highest point is 20 ft., but the whole descent within a mile from the head of the rapids is near 60 ft. A large capital is invested in the lumbering business. The University of Minnesota was founded at St. Anthony in 1851. Pop. of St. Anthony in 1855, 3,500; of Minneapolis, 1,000.

Stillwater, on the St. Croix, is noted for its lumber business, and is the point from which the greater portion of the supplies for the vast pine region on the St. Croix and its tributaries are drawn by teams or carried by boats. The Penitentiary of the Territory is here located. Population in 1850, 621; in 1855, 2,500.

Fort Snelling, at the confluence of the Missis-


KANSAS AND NEBRASKA
Scale of Miles
Lon. W. 18 from Washington
Lon. West 96 from Greenwich
NEBRASKA
KANSAS
IOWA
MISSOURI
INDIAN TERRITORY
Manitou
Catherine
MINEAL
CUMMING
BURT
De Soto
WASHINGTON
Magnolia
Calhoun
LOUP
DODGE
Loup Fork
Pawnee
Florence
OMAHA
Kanes V.
Nebraska or Platte R.
La Platte R.
DOUGLAS
Bellevue
St. Marys
Platte V.
LAN
GREENE
Margarette
Platts-mouth
YORK
Saline R.
CASTER
CASS
Rocky Bluff
Kenosha
Sidney
Nebraska City
Kearney City
Clarinda
SALINE
Clayton
OTOE
Austin
Saline
CLAY
Otoe City
Nemaha
Nemaha R.
JACKSON
JOHNSTON
NEMAHA
Linden
Mary V.
Turkey Cr.
Browns V.
Sands V.
Archer
GAGE
PAWNEE
RICHARDSON
Gt. Nemaha R.
Nodaway R.
102 R.
Platte R.
Oregon
Savannah
Marys V.
Williamsburg
NEMAHA
Whitehead
MARSHALL
BROWNE
DONI
St. Joseph
Little Blue R.
Republican Fork or Kansas R.
THAN
Platts-burg
Helena
Doniphan
Atchison
ATCHISON
Grasshopper Falls
Kickapoo
Eastin
Platte City
Big Blue R.
RILEY
CALHOUN
JEFF
Osawkee
Leavenworth
Liberty
Delaware
Wyandotte City
Manhattan
Indianola
FERSON
LEAVENWORTH
Ticumseh
Lecompton
Kansas City
Independence
Ft. Riley
Ashland
Pawnee
Tapeka
Big S.
Lawrence
Kansas R.
Franklin
Shawnee
Mission
Westport
Solomons Fork
Grand Salina Fork
DAVIS
Chetolah
Cathol
RICHARDSON
SHAWNEE
DOUGLAS
JOHNSON
Lone Jack
Kansas R.
Dragoon Cr.
Council City
Prairie City
Palmyra
Pleasant Hill
Reeder
Council Grove
Ossawattamie
BRECK
WELLER
FRANKLIN
LYKINS
Harrison V.
Santa Fe Road
WISE
EN RIDGE
Osage River
W. Point
Columbia
Sugar Cr.
Cottonwood Creek
MADISON
COFFEE
ANDERSON
Mine Cr.
LINN
BUTLER
Lit. Osage R.
Pattins V.
GREEN
WOODSON
ALLEN
BOURBON
Marmaton R.
WOOD
Neosho R.
MARION
Fernandino
Arkansas River
HUNTER
GODFREY
WILSON
DORNMCGEE
Golden Cr.
Macon
Carthage

sippi and Minnesota Rivers, is rapidly increasing in population. The U. S. fort is a large and very costly structure.

Itasca, 25 m. N. of St. Anthony, nearly opposite the mouth of Crow River, carries on at present a large Indian trade.

KANSAS

Extends between the 37th and 40th parallels of latitude, from the State of Missouri on the east to long. 103° W., and from that point between the 38th and 40th parallels to the Rocky Mts. on the west. Its area is computed at 114,798 sq. m. From the eastern boundary of Missouri to the base of the Rocky Mts., the face of the country is a continual succession of undulating ridges and valleys. The eastern portion of Kansas, extending from 80 to 200 m. W. of the Missouri boundary, is the most available for agricultural purposes. The land lies in large and gentle rolls and ridges, seldom so abrupt as to unfit it for the plough. Timber is not abundant, but is found along the streams, and consists mainly of oak of all kinds, walnut, huckberry, cotton-wood, and elm. This region has a limestone basis, and always presents, even on the top of the ridges, a soil of remarkable fertility, while in the valleys and on the creek-bottoms the fertility surpasses description. The surface-soil varies from 2 to 6 ft. in depth—much of it a black vegetable mould, superior to ordinary prairie soil. Limestone is everywhere abundant, sandstone frequently occurs, and both are easily accessible on the edges of the bluffs. Bituminous coal of good quality is met with around Council City, where the veins are several feet thick; and it is also found in other localities. Springs occur on the surface, but good water is chiefly procured by digging from 10 to 40 ft. The climate of Eastern Kansas is generally healthy, though the changes of temperature are often sudden and extreme. It is warm in summer, and sometimes very hot, but the heat is rendered endurable by the constant breezes from the south-west. The winter begins in December and lasts until March, and usually is marked by a few days and nights of severely frosty and stormy character. 2. Beyond this district there is a gradual deterioration westward, and beyond Council Grove and Sandy Creek the soil presents a sandy appearance, but is covered with vines, rushes, etc. The only trees in this portion of the country are those in the Kansas River Valley, and are chiefly cotton-wood and willow. In short, this is a vast expanse of woodless prairie, forming part of the Great Plains. The basis rock is sandstone. This section extends westward for about 350 miles. 3. Farther west, there is a narrow tract, in which the soil is in good part composed of marl and earthy limestone. There are many small tracts, called "buttes," elevated from 15 to 20 ft. above the ordinary level, with perpendicular sides; these have a flat surface, and some of them are covered with mountain cherry and other shrubs. 4. Along the base of the Black Hills there is a fine tract of very fertile soil, with plenty of timber; the scenery is highly agreeable, and there is an abundance of wild fruits and flowers. 5. The space between the Black Hills and Rocky Mts. presents every variety of hill and dale, mountain and valley, and is traversed by streams of varied size.

The population in March, 1855 was reported at 8,521 (exclusive of Indians and persons belonging to the U. S. Army), consisting of 5,138 males and 3,383 females. No. of voters, 2,877; of natives, 7,161; of foreigners, 403; of slaves, 192.

Only a portion of the Territory has yet been surveyed, but numerous settlements have been commenced. The whole Indian population has been estimated at about 25,000.

Leavenworth is now the largest town, and its position is favorable for rapid growth. It is situated on the Missouri, 2 m. below Fort Leavenworth, and 31 m. above the mouth of the Kansas River. The Missouri flows by it with a swift and deep current, and good landing facilities are afforded by a natural levee of rock. At the close of 1855 the population was about 1,500.

Lawrence, on the Kansas, about 45 m. from its mouth, is located in a delightful region. In its vicinity the lands have been taken up by claims in every direction. Its inhabitants are not surpassed by those of any other town for enterprise and intelligence. Topeka and Pawnee are promising villages.

NEBRASKA.

Nebraska, as now organized, embraces all the country between 40° and 49° N. lat., and between the Missouri River and Rocky Mts., or an area, as estimated, of 335,882 sq. m. The settlements are as yet confined to a small section bordering the Missouri River, just above and below the mouth of the Nebraska, or Platte, River. This section is very similar in respect to soil, vegetation, and climate to Western Iowa, and its fertility is perhaps more remarkable. Immediately adjacent to the Missouri River, the surface is occasionally low and marshy, but such sections are narrow, being soon terminated by bluffs. Their soil is a deep and rich loam, and shaded by a heavy growth of trees; the highlands are open prairie grounds, covered with grasses. The prairie through which the Nebraska River flows is adapted to profitable cultivation, the soil being easy to till, and yielding heavy crops. Where the prairie region is not suited for tillage, it mainly consists of rich pastures. This is more particularly the character of the country extending north and north-west of the fertile and inhabited section just mentioned, since it is one boundless expanse of rolling prairie, so largely intermingled with sand as to be unfit for agriculture, but carpeted with succulent grasses. Timber is almost entirely confined to the banks of the streams, and is said to be most abundant in the Nebraska Valley. The range of highlands, which commence from the Rocky Mts. in lat. 43° and sweep around to the Missouri River at its great bend, divides the territory into about equal portions. The north-west portion forms a great basin, drained by the Yellow Stone and Upper Missouri and their numerous tributaries; it has not been thoroughly explored, because of its being occupied by tribes of Indians notoriously hostile to the whites. The Nebraska River is broad, and so shallow that it can be navigated only at high water, and even then the navigation is difficult; during the dry season it is, in part, only a series of pools. The interior and western parts of Southern Nebraska are said to be quite barren, almost entirely destitute of timber, and of little or no value except for grazing. Owing to the vast extent of prairie surface, the winds from the north and west have a wide sweep over the plains, and the changes of temperature are frequently very sudden and very great.

In October, 1855, the white population was 4,565, consisting of 3,102 persons south of Nebraska River, and 1,463 north of it; and divided thus: white males over 21 years of age, 1,517;

all others, 3,048. No. of legal voters, 1,465; of slaves, 11.

The chief settlements are: Omaha City, the capital, opposite Council Bluffs, and finely situated on a commanding elevation; Bellevue, 9 m. below, containing the chief Indian agency and a missionary establishment for the Omahas; Mount Vernon, at the mouth of the Weeping Water; and Nebraska City, which is 8 m. below Mt. V., on the site of Old Fort Kearney, and a place of growing importance. Fort Laramie and Fort Kearney, are important military posts of the United States on the route to the pass of the Rocky Mts.

WASHINGTON.

Washington Territory extends from the Rocky Mts. to the Pacific Ocean, between the 49th parallel of latitude on the north, and the 46th parallel and the Columbia River on the south. Its area is computed at 123,022 sq. m. The Cascade Mts. cross the Territory in continuation of the range in Oregon, etc., at a distance of from 70 to 110 m. from the Pacific. Its highest peaks in this division are St. Helens, Rainier, and Baker, which are crowned with perpetual snow. The elevation of the first has been estimated at 13,300 ft.; that of the second, 12,000. Mt. Olympus is the chief summit of the somewhat isolated mountains south of the Strait of Juan de Fuca, and is 8,197 ft. high. The strait just mentioned connects the Pacific Ocean with Admiralty Inlet, Puget's Sound, and Hood's Canal; these are arms of a great bay, extending about 60 or 70 m. S. from the Gulf of Georgia, and all navigable for the largest ships, which may also approach close to the shores. The Columbia River is obstructed at its mouth by sand-bars, above which it is navigable for large vessels to the Cascade Mts., or about 130 m. At this point the river's channel is narrowed to 150 yds., and the water descends 40 ft. in the course of two miles. Above these rapids the river is navigable by boats, for 40 m., to the Dalles, where its channel is narrowed to 100 yds., between basaltic rocks for the distance of half a mile, through which the river rushes with great violence, descending 50 ft. within two miles. The other parts of this river, as well as the other rivers in Washington, are only navigable by boats and canoes, being much obstructed by rapids and falls. Since nearly all the rivers of Washington have their sources in elevated regions, covered in part with snow, they are liable at certain seasons to sudden floods, which inundate the lowlands on their shores. At the Dalles the Columbia River sometimes rises 60 ft. during great freshets. As yet the settlements are confined to the portion between the Pacific Ocean and Cascade Mts. This portion, (according to Gov. Stevens,) although equaling the best part of Oregon in richness of soil and ease of transportation, is heavily timbered, and time and labor are required for clearing its forests and opening the earth to the production of its fruits. The great body of the country, on the other hand, stretching eastward from the Cascade Mts. to the Rocky Mts., while it contains many fertile valleys and much good land suited to the farmer, is yet more especially a grazing country, which promises, as its population increases, to open a new and vast field to American enterprise, in its cattle, in its horses, and, above all, in its wool. But in the meantime the staple of the land must continue to be the one which nature herself has planted, in the inexhaustible forests of fir, of spruce, and of cedar.

In furnishing lumber, spars for vessels, etc., Washington is unsurpassed by any portion of the Pacific coast. The timber is of enormous size, generally, and that species of gigantic fir, which is also found in Oregon and California, frequently attains a height of 300 ft., and is from 8 to 12 ft. in diameter. It is evident that there is sufficient of fertile land in the coast section to sustain a dense population. The soil is remarkably favorable to the culture of potatoes, turnips, onions, and other vegetables, which grow to a much larger size than in the Atlantic States. Wheat and oats are the principal grain crops that have so far been cultivated. The pasturage generally is excellent, but the stock cattle are not yet numerous. The climate is very healthy, warm, and mild. The winter is a rainy season, but there is seldom much rain, and but very little snow.

The white population in 1850 amounted to 1,201 ; in the fall of 1853 to 5,200. The settlers are chiefly located between Columbia River and the head of Puget's Sound, along the shores of the Sound and in the valleys of the rivers. Olympia, the capital and oldest town, is built on an inlet of the Sound, at its south end, or head. The principal settlements on the east side of the Sound, are, Steilacoom, Seattle, and Alki. Port Townsend is at the junction of the Sound with the Strait of Juan de Fuca. Whidby's Island, situated east of Vancouver's Island, is near 50 m. long, and from 3 to 10 wide. It is being settled rapidly, and Penn's Cove near its centre is a thriving village. On the Columbia River are the settlements of Pacific City, Cathlamet, Monticello, Fort Vancouver, and Cascade City. The increase of the Territory in population has been somewhat retarded of late by the disturbances with the Indians.

OREGON

Extends south from Washington Territory to the 42d parallel of latitude, comprising an area of 185,030 sq. m. It is usually described as consisting of three portions, viz: the Lower Country, or portion between the ocean and the Cascade Mts.; the Middle Country, or that part between the Cascade Mts. and Blue Mts.; and the Upper Country, or the portion between the Blue Mts. and Rocky Mts. The last is traversed, E. and W., by the Salmon River Mts., is drained by Snake River or Lewis Fork of the Columbia, and is described as being a sterile and dreary region. The Middle Country is mostly an elevated plateau, in which timber is scarce, and consists mainly of soft wood; it is not generally cultivable, but contains many tracts of excellent pasturage. The Lower Country as yet contains nearly all of the settlements, and these are chiefly in the Willamette Valley. The surface of the latter is somewhat diversified and its soil is remarkably fertile. Potatoes and other vegetables are raised in immense quantities with little attention, the yield being 500 bush. and upwards to the acre. Wheat is the principal grain crop, and oats grow very well. Corn cannot be grown in sufficient quantities to make its cultivation any object, since the summers are too cool for the ordinary varieties, and there are frequently droughts in the latter part of the summer. The interior and southern parts of the Territory are adapted to the perfect development of fruits, especially peaches, apples, pears, and grapes. Cattle are raised with little more care than to keep them from straying, and they keep fat during the whole year upon grass. The grass (of which there are several varieties, but all very nutritious and durable) grows all winter, spring

and in summer until August, when the dews fail, and the ground becomes dry; then it dries up, and is cut for hay, at which time it is as valuable as at any other period, because no decomposition takes place, as is common elsewhere, by dews and rain. As soon as the rains in the fall come, it begins to revive and to throw out the fringes of the blades. The most prominent feature in the appearance of the country is the magnificent scenery of the forests of tall pines, majestic oaks, and the unrivalled redwood. The species of fir called Lambert's pine sometimes attains a height of 300 ft. and circumference of 40 ft.; this is the great timber of the country, and is extensively exported. White cedar, the most valuable wood, is abundant round Port Orford, but scarce in other sections. The climate is much milder than in the same latitude on the Atlantic coast. The winters are somewhat irregular, though seldom rigorous.

The number of white inhabitants in 1850 was 12,093; and in 1853, 26,124.

Portland, 15 m. from the mouth of the Willamette, is the chief town and commercial point of the Territory, as nearly all of the wholesale business is there transacted. It is practically at the head of navigation for sailing vessels. It is on a level plateau, some 60 ft. above the river; has several churches, 2 academies, 3 newspapers, and over 3,000 inhabitants, (in 1850, 821).

Oregon City is at the Falls of the Willamette, 12 m. above or south of Portland. Milwaukie is situated midway between Oregon City and Portland, and manufactures considerable lumber. Other chief towns on the Willamette are Salem, 50 m. above the Falls; Albany, 75 m.; and Corvallis, which was selected as the capital in 1855, 100 m. Astoria, on the Columbia, 5½ m. from its mouth, is now of little importance.

UTAH

Extends from the eastern boundary of California, between the parallels of 37° and 42° N. lat., to the Rocky Mts. Its area has been computed at 269,170 sq. m. This extensive region is generally an elevated and barren table-land, traversed by several ranges of mountains and highlands. The principal range appears to be that of the Wahsatch Mts., which extends across the country, in nearly N. and S. direction, on the west side of Green River, and eastward of Great Salt Lake; its crest usually varies in elevation from 4,000 to 7,000 ft. above the neighboring valleys, but the highest summits are from 8,000 to 11,000 ft. high, and their tops are covered with perpetual snow. This range divides the country into unequal parts: 1. The eastern and smaller division, or the region between the Wahsatch and Rocky Mts., is exceedingly sterile, and scarcely any portion of it is habitable, excepting perhaps the Uintah and some other river valleys. This division is drained by Green and Grand Rivers and their tributaries. Green River is the larger of the two, and has its sources in the north-west corner of the Territory. Grand River rises in the Rocky Mts., and the greater part of its course is remarkably parallel to that of the former. These rivers unite in New Mexico, in lat. 36°, and form the principal branch of the Colorado. 2. The western and larger division is called the Great Basin; this has an extent of about 500 m. from E. to W., by 350 m. from N. to S., and a general elevation of from 4,000 to 5,000 ft. above sea-level. Its boundaries on all sides are formed by mountains. Near its centre there is a small system of mountains, called the Humboldt River Mts., which extend N. and S., having an elevation of from 2,000 to 5,000 ft.

above the surrounding country; and the principal range is flanked by several parallel ranges. The basin is remarkable for its many peculiarities. Its rivers originate and terminate within its own limits; all of them either discharge themselves into the interior lakes, or are absorbed by the sands of the desert. The Humboldt is the largest river; this rises in the Humboldt Mts., and flows S. W. about 300 miles into Humboldt's Lake. One of the overland routes to California is along this river, the banks of which afford but little pasturage. The Nicollet River rises in the S. E. part of the basin, flows N. and W. for about the same distance as the Humboldt, and empties itself into Nicollet Lake. In the N. E. part of the basin, Bear River enters the Territory from Oregon, and is the principal tributary of Great Salt Lake. This lake is probably the most remarkable object of interest in Utah. It is about 70 m. long by 30 to 35 broad, and has no visible outlet. The water is so highly saline that no living thing can continue to exist in it, and, by the evaporation, in hot weather, leaves on its shores a thick deposit of common salt. It is in part fed by the water of Utah Lake, which is a body of fresh water, about 35 m. long, situated about 25 m. S. of the former. It contains abundance of fish of various species, and empties into the great lake by the Jordan River. Most of the other lakes have no outlet but by evaporation, which sometimes reduces them to mere marshes. Some of the small lakes are only sinks or sloughs. Near the Sierra Nevada Mts. are several lakes, which receive the waters of the eastern slope of those mountains; the largest are Pyramid, Mud, Carson's, Walker's and Bigler's Lakes. The first is distinguished for containing a pyramidal mountain, rising from its waters some 600 ft. above the surface, and by being in part surrounded by precipitous banks, which in some places are about 3,000 ft. high. Only a very small proportion of the surface of Utah can ever be made available in producing food for man or beast. The few fertile and inhabitable tracts occur along the bases of the mountains and in the adjoining valleys, watered by the mountain streams. The hardy grains and plants of the Atlantic States are raised with success, but other plants are liable to be blighted by early and late frosts. The variation between the temperature of day and night, in midsummer, at Great Salt Lake City, is from 20° to 40° F.

The population in 1850 was 11,380; in 1853, it had increased to 18,206. The settlements are near the western base of the Wahsatch Mts., in the valleys extending north and south. The population is almost entirely composed of Mormons, who first settled here in 1847, after their expulsion from Illinois and Missouri. About half of the whole is contained in Great Salt Lake City. This and the other towns, which are generally small, are mostly built of adobes, or unburnt bricks. The Indians are not numerous, and are in a miserable condition.

NEW MEXICO.

New Mexico has a much more irregular outline than the other Territories. It is bounded N. by Kansas and Utah; W. by California; S. by Mexico and Texas; and the eastern boundary is formed by the meridian of 103° W. long., separating it from Texas, etc. It formed a Mexican province or department, until Feb., 1848, or the close of the war of the United States with Mexico; and in Sept., 1850, it was constituted, with a portion of Upper California and Texas, a Ter-

ritory of the United States, under its present title. In 1854 its area was increased by the addition of a tract of Northern Mexico, 27,500 sq. m., purchased by the United States, making its present area, 234,507 sq. m. The country consists for the most part of a high table-land, crossed by the various ranges of mountains which compose part of the Rocky Mtn. system, and by several detached ranges. The western part of the Territory has a general character somewhat resembling that of the Great Basin of Utah, especially in its hopeless sterility. The best portion of New Mexico consists of the Valley of the Rio Grande, including its tributaries, which are numerous among the different ranges of the Rocky Mts. This region is very productive when subjected to culture and irrigation. The latter treatment is frequently indispensable, owing to the dryness of the summer. Under favorable circumstances, fine crops of wheat and corn are raised, besides beans and vegetables. Cultivated fruits are grown with success, but not extensively. Although the high lands are not useful for agricultural purposes, yet these are valuable for pasturage, and their grass cures itself in the dry season, retaining its nutritious qualities. On this, cattle, sheep, horses, and mules feed all the winter, and keep themselves in good condition. The Rio Grande is a very long stream, but is very shallow, and cannot be navigated within New Mexico, except by very light canoes. The principal western rivers have long courses, but they are of very little importance for navigation. The Gila rises near the bed of the Rio Grande, and, receiving several large tributaries, runs almost directly west to its mouth in the Colorado, near the head of the Gulf of California. The Colorado is formed by Green and Grand Rivers, which unite in about 36° N. lat., and, flowing S. W. for about 150 miles, receives the Rio Virgen, turns south, and forms the west boundary, from 35° N. lat. to 20 miles below the mouth of the Gila. The mountainous ridge on the north side of the Rio Gila, is irregular and broken, but contains some high elevations, and much of the scenery along this river is highly picturesque. The mineral resources of New Mexico are believed, on imperfect data, to be very great. Silver and gold are found in various localities, besides considerable copper, and great deposits of iron ores.

According to the census of 1850, New Mexico then contained 61,523 white, and 22 free colored persons. This number is said to have embraced about 10,000 half-breed races, (from the mixture of whites and Indians,) who had been brought under civilization. This would leave about 51,000 of Spanish-American origin. Of the whole number, 58,415 were born in the Territory. The Indian population in 1853, according to the estimates of the Indian Bureau at Washington, was about 45,000. Exclusive of the latter, the number of inhabitants in the principal settlements in 1850 was as follows: In Santa Fé, 4,846; La Cuesta, 2,196; St. Miguel, 2,008; Las Vegas, 1,550; Zuñi, 1,292. Santa Fé, the capital, is situated about 25 m. E. of the Rio Grande, on one of its tributaries. It stands upon a plateau, a short distance south-east of the base of a snow-capped mountain, which rises 5,000 ft. above the town. It has for many years been noted as the head-quarters of the overland trade with St. Louis. The houses are usually built of dark-colored adobes, or unburnt brick, in the form of a square, with a court in the centre; there is generally but one entrance, which is sufficiently spacious to admit animals with their packs.

UNITED STATES OF MEXICO.

Mexico is bounded on the N. by the United States and the Gulf of Mexico; on the E. by the Gulf of Mexico and the Caribbean Sea; S. E. by Guatemala; and S., S.W., and W. by the Pacific Ocean. Length of sea-coast, 6,248 m. Irregular in form, the greatest length (from the point of junction with the United States on the Pacific coast to Cape Catoche, in the Caribbean Sea,) is about 1,925 m., and the greatest breadth is about 1,500 m. Average length, about 1,100 m.; average breadth, about 600 m. Area in 1850, 106,067½ Mex. sq. leagues. Mexico is traversed by the great North American Cordillera, which is a continuation of the Andes of South America. From the Isthmus of Panama, it extends W. to the shores of the Pacific, sending off in Guatemala a branch to the N. E. through the Peninsula of Yucatan. On entering Yucatan, the chain takes a N. W. direction, and widens to such an extent that the State of Oajaca may properly be said to occupy the summit of a single ridge, 150 m. wide, falling rapidly on one side to the shores of the Pacific Ocean, and on the other to Tabasco and Vera Cruz. To this succeeds the great Mexican table-land, beginning with the elevated plains (llanos) of Puebla, Mexico, Queretaro, Michoacan, and San Luis Potosi, which have an absolute height of from 6,000 to 8,500 ft. The most notable of these are the plains of Apam, which lie east of the capital and the plains of Cazadero, between Mexico and the City of Queretaro. From this last-named city, the chain takes a northerly direction through the State of Guanajuato, where it divides itself into three branches, of which the middle one extends through the State of San Luis Potosi in N.W. and N. course, until it joins the Rocky Mts. The E. branch also crosses through the same State, and descends gradually towards the Rio Grande. The west branch, commonly known by the name of the Comanca Range, spreads over the State of Jalisco, and passes through the States of Sinaloa and Sonora. The highest mountains are the following: Popocatepetl, 17,735 ft.; Pico de Orizava, 17,338; Yxtaccihuatl, 15,700; Ajusco, 14,390; and several others of from 11,000 to 13,000 ft. A majority of these are volcanoes, but extinct, no eruption having taken place since that of Popocatepetl in 1786. As a general thing, the table-lands are remarkably level, but the descent from them to the coast is rugged and abrupt. Mexico possesses no navigable rivers leading into the interior. The largest river is the Rio Grande, which forms a part of the N. boundary between Mexico and the United States. It is 1,800 m. long, and only navigable for small vessels several hundred miles. The Tampico or Panuco River is but about 200 m. long, and is navigable only during the rainy season, about 50 m.: during the dry season it can be forded with little difficulty. The Zacatula is navigable for some distance from its mouth. The Mescala River, which has its source in the mountains of Puebla, empties into the Zacatula, and is noted for its cataracts and water-falls: gold is found in abundance in the bed of this river. The Rio Grande de Santiago is extremely winding in its course: its length is about 655 miles, but during the dry season it is fordable 24 miles from its mouth. The Gila is 3 m. wide at its junction with the Colorado, and is navigable for large ves-

MEXICO
Scale of miles
S. EAST
PART OF
MEXICO
TEXAS
GULF OF MEXICO
Tropic of Cancer
Long. West from Wash.n
Lon. West from Greenwich
Long. W. from Wash.n
Chihuahua
Durango
Guadalaxara
Mexico
San Luis Potosi
Monterey
Merida
Campeche
Galveston
Mazatlan
Acapulco
Oaxaca
La Puebla
Vera Cruz
Zacatecas
Tampico
Belize
Tabasco
Sisal
Gulf of Campeachy

sels. There are numerous other streams, but they are of little commercial importance, and might more properly be styled torrents than rivers. The lakes and lagoons are very abundant, but comparatively unimportant. The largest is Lake Chapala, which covers an area of about 1,500 sq. m. There are two others, situated east of the City of Mexico, and known by the names of Laguna de Tezcoco and the Laguna de Chalco: this last has lately been navigated by steamboats on pleasure excursions. The coast from Cape Catoche to Texas contains no good harbor or scarcely any sheltered anchorage. Lake Terminos, 45 m. long and 30 m. wide, is connected with the sea by two separate channels, the deepest of which is but 12 ft. The Lagunas of Santa Anna, Madero, Tamiahua and Tampico are inaccessible, owing to the shoals and narrow passages leading to them. Northward of Tampico runs a long succession of sandbanks, bordering the shore, by which eventually lagoons will be formed. The Pacific coast contains several capacious and excellent harbors, the principal of which is that of Acapulco. There are several others along the coast towards the N.W., the principal of which are Mazatlan, San Blaz, and Guamas, but they are all inferior to Acapulco, both in size and security. Mexico has great diversities of climate, owing principally to the great irregularity in the conformation of its surface. The mean temperature of the coasts, between the 15th and 20th parallels, is 76° Fahr., while the elevated plains, within the same limits, have only 64°. The climate on the coast is extremely hot and noxious, while that on the plains of the interior is temperate and perfectly healthy. As respects climate, the country is justly divided into Tierras Calientes (hot lands), the elevation of which seldom exceeds 900 ft.; the Tierras Templadas (temperate), from 4,000 to 5,000 ft., and Tierras Frias (cold), above 7,000 ft. The first embraces the low coasts and adjacent lands, especially those on the Gulf; the second, the slopes of the mountains, and the third—which is the greatest in extent—the summit of the plateau and all other districts higher than 5,000 ft. above sea-level.

The history of Mexico, since its existence as an independent nation, is only a continuous record of revolutions and counter-revolutions. The number of persons who have exercised the executive authority since its independence has exceeded in number the years of its nationality, averaging about ten months for the duration of each administration. In 1821, Mexico, by a successful struggle for its independence, separated from Spain, and became a Republic, the first President being General Don Guadalupe Victoria. The number of Federal States was then 29, with five Territories. The Government established at that time was similar to that of the United States, differing from it only in two or three important points, the principal of which was the establishing of the Catholic Church, prohibiting the free exercise of any other religion. In 1835 the Government was changed by General Santa Anna to a Central Republic, which turned several States against his administration, and ultimately brought about an open rebellion in Texas and Yucatan. The first declared its independence, and, after a long struggle, was annexed to the United States, together with Upper California and New Mexico, by the treaty of Guadalupe Hidalgo in 1848, at the close of the war of the United States with Mexico. Although the country is still in an unsettled state (1856), the form of a Federal Government is still maintained, and President

Comonfort's administration bids fair to secure the prosperity and peace of the country.

The population has not been recently ascertained by a regular census, as the last that was taken is dated as far back as the days of the famous Viceroy Revillagigedo, but in 1850 the Mexican Government prepared, from the most authentic and accessible sources, the account of the population, as given in the following table:

Names of States, etc.	*Area in Mexican sq. leagues.*	*Population in 1850.*
Chiapas	2,385·00	144,070
Chihuahua	12,860·50	147,600
Coahuila	7,947·00	75,340
Durango	6,184·50	162,618
Guanajuato	1,556·00	713,583
Guerrero	3,650·00	270,000
Jalisco	6,288·55	774,461
Mexico	1,987·50	973,697
Michoacan	3,279·35	491,679
Nuevo Leon	2,203·25	133,361
Oajaca	4,150·00	525,101
Puebla	1,756·15	580,000
Queretaro	304·90	184,161
San L. Potosi	3,997·40	368,120
Sinaloa	4,266·00	160,000
Sonora	16,427·50	139,374
Tabasco	2,111·35	63,580
Tamaulipas	3,806·85	100,064
Vera Cruz	3,199·50	264,725
Yucatan	5,740·95	680,948
Zacatecas	3,998·65	356,024
Federal District	12·57	200,000
Colima Territory	414·25	61,243
Tlascala "	228·50	80,171
California "	7,311·25	12,000
Total	106,067·50	7,661·919

The above population includes all colors and castes—Spanish, Indian, and negro. It is estimated that about 1,000,000 are white, 4,000,000 Indians, 6,000 negroes, and 2,555,919 persons of the mixed races. The latter classes comprise the mestizoes (the progeny of a white father and an Indian mother), the mulattoes (from a union of the white and the negro races), zamboes (from the mixture of the Indian and negro races); besides pintoes, quadroons, quinteroons, etc.

The statements of the area of the States and their population, is translated from El Universal (Government newspaper) of March 9th, 1853. The purchase of the Mesilla Valley by the United States, in 1854, comprised 27,500 sq. m. from the States of Sonora and Chihuahua.

In February, 1856, the new State of Iturbide, on the Gulf, beyond Tampico, was organized; and some time previously the departments of Aguascalientes, and of the Island of Carmen, were formed. In Sept., 1855, the State of Tamaulipas resumed its former name, Tampico, which had been changed to Santa Anna. In March, 1856, by a political movement of Gen. Don Santiago Vidaurri, who was then Governor of the State of Nuevo Leon, the State of Coahuila was united with that of Nuevo Leon.

The best cultivated parts of Mexico are those situated near the richest mines in the plains. Maize is the most important article of food, and is cultivated in all parts of the country, but most extensively in the States of Mexico, Puebla, Queretaro, San Luis Potosi, Oajaca, and the neighborhood of Aguascalientes, in Zacatecas. Wheat and barley are cultivated most successfully at an elevation of 7,000 ft. There is another important article produced in Mexico, which is original to that country and unknown in any other

part of the globe; it is the maguey (Agave Americana), from the sap of which is manufactured that healthy beverage called by the Spaniards pulque, and by the Indians octli. From the leaves of this plant is also manufactured thread, twine, cordage, hemp, and paper. Chile is another production of importance in Mexico, and large tracts of land are used in its cultivation. Grapes grow in abundance in several sections of the country, especially along the Pacific coast and in the plains of Parras near Saltillo; but the manufacture of wine is but poorly attended to: consequently this branch of industry is still only in its infancy. Sugar is produced in large quantities in Mexico, as a great portion of the country is adapted to the growth of the sugar-cane; and, from the genial character of the soil, a plantation in any part of Mexico produces double that of any plantation in South America or Cuba. The consumption of coffee by the Mexicans is comparatively small, and the exportation far from being great, but within the last few years it has rapidly increased. Tobacco, cocoa, vanilla, and cotton are also successfully cultivated. The latter was extensively raised in different parts of Mexico before the conquest, and lately several large estates have resumed its culture, and it is expected soon to become an important product. The cochineal insect, so valuable for its dye, is also peculiar to Mexico.

For its manufactures Mexico is not distinguished; in fact, there are but few branches that are carried on to a sufficient extent to supply the actual demands of the people, and these only produce articles that are cheaply and readily made, such as earthenware, glass, paper, etc. In 1850 there were in Mexico 4 glass factories, 8 paper-mills, 72 cotton factories, 6 large woolen factories, and upwards of 70 machines worked by hand in the manufacture of silk. In 1817, the value of manufactured goods was $66,441,869; in the year 1853 it was estimated at from $90,000,000 to $100,000,000.

The mineral productions of Mexico are numerous. Granite forms the summits of the highest mountains of Oajaca. Gneiss, mica-slate, and sienite extend down from the central ridge to the sea on both sides. Gold is found in all these rocks. On the borders of the Guatemala the prevalent rocks are porphyry, clay-slate, and limestone. In Puebla enormous masses of calcareous tuff cover the primitive rocks. The table-land rests upon a mass of porphyry, and this is also rich in the precious metals. Iron is found in great abundance in the States of Jalisco, Michoacan, and Zacatecas; and copper in Michoacan, Guanajuato, and Guerrero. Old sandstone, limestone, clay-slate, sienite, serpentine, amygdaloid, dolerite and basaltic lavas accompany the predominating rocks. Gold, similar to that found in California, has been recently discovered in several parts of Guerrero, in the vicinity of the Mescala and Papagallo Rivers. The abundance and richness of the silver mines of Sonora surpass those of any other portion of Mexico in the richness and abundance of the ore. The chief mining districts of Mexico, in the order of their importance, are: Guanajuato, San Luis Potosi, Zacatecas, Durango, Chihuahua, Cartorce, Sombrerete, (in the State of Zacatecas), Tasco, (Guerrero), Oajaca, Real del Monte, (Mexico), and Hostotipaquillo, (Jalisco).

According to a document published in Mexico, entitled "Foreign Commerce of Mexico since the Conquest," the entire worth of gold and silver stamped by the different mints from 1521 to 1852, together with the manufactures from the precious

metals, amounted to $3,562,205,000, viz.: 1. Coined in the City of Mexico, silver, $2,248,165,000; gold, $111,806,000: aggregate, $2,359,971,000. 2. Coined in other Mexican cities and towns, silver, $359,621,000: gold, $15,113,000; aggregate, $374,734,000. 3. Total gold and silver manufactures, $827,500,000. Grand total, $3,562,205,000. The whole of this sum, with the exception of about $100,000,000, is believed to have been exported. In 1690, the amount of silver coined in the city of Mexico was $5,286,000; in the following year, $6,214,000. From 1691 till 1700, it decreased until it amounted to only $3,379,000. From that year it steadily increased, until 1809, when it reached $24,708,000, its highest point. In 1837, only $516,000 were coined; in '38, $1,089,000; in '52, $2,770,000.

In 1844 there were 25 quicksilver mines in Mexico. Rich mines were discovered in 1850 in the State of Sonora, near Pitic; but the annual product of all that are worked is insufficient for the mining operations of the country.

The internal improvements are few and comparatively unimportant. The construction of a railroad from the City of Mexico to the port of Vera Cruz, has for some time been proposed, and even commenced, but the rails have only been laid to the town of San Juan, a distance of 18 m. The total distance from Mexico to Vera Cruz is about 300 m., and the estimated cost of the railroad $12.000,000.

After considerable difficulty, the electric telegraph has been completed from Vera Cruz to the City of Mexico, from which it branches off to Queretaro and Guanajuato on the north, Toluca on the west, and Quernavaca on the south, making a total distance of about 700 miles.

Of the foreign commerce, about one-half is carried on with the United States; but the amount varies in different years. The exports of the United States during the fiscal year 1854–5 to Mexico were valued at $2,922,804, and the imports of the United States from Mexico were valued at $2,882,830. The foreign trade is principally confined to the importation of linens, woolens, silks, brandies, wines, oil, wax, iron-ware, and salt fish. The latter commodity is furnished mainly by the United States. All the finer articles, such as linen, silk, etc., come from Europe. More than half of the linen manufactures come from Germany, and the remainder from Ireland, France and America. The best qualities of silks are from France and Germany, and amount to about $1,500,000, three-fourths of which are from France. A new general tariff, of liberal character, was made by Prest. Comonfort, Jan. 31, 1856, and 10 new ports opened. The benefits of commerce are chiefly enjoyed by the wealthier classes.

The chief cities are: Mexico, with a population of 190,000; Puebla, 71,000; Guadalajara, 63,000; Guanajuato, 48,000; Merida, 40,000; Queretaro, 39,000; San Luis Potosi, 36,000; Colima, 31,000; Zacatecas, 25,000; Oajaca, 25,000; Durango, 22,000; Jalapa, 20,000; Saltillo, 19,000; Morelia, 18,000; Monterey, 13,000; Villa del Fuerte, 12,000; Chihuahua, 12,000; Toluca, 12,000; Vera Cruz, 8,228; Ures, 7,000; Ciudad Real, 6,500; Victoria, 5,500; Tixtla, 4,500; Tlascala, 3,463; S. J. Bautista, 3,400.

The City of Mexico, the capital, is situated in the Federal District, on a plain 7,400 ft. above the sea, enclosed by lofty mountains, and covered with meadows and lakes. Lat. 19° 25′ 45″ N.; long. 103° 45′ 53″ W. It is regularly laid out, with wide streets leading to the central square, which contains an area of from 12 to 15 acres.

Among the most remarkable edifices, are the Cathedral, the National Palace, and the Mining College (Mineria). It also contains many beautiful churches and convents, the most notable of which are San Francisco, Santo Domingo and La Profesa. The Plaza de Armas, or the public square, is the largest of any in the world; in its center stands the base of the unfinished monument proposed to be erected in honor of Gen. Santa Anna; this was abandoned, after an expenditure of about $300,000. Upon the site where its base now stands, formerly stood the celebrated equestrian statue of Carlos IV., which is without a rival for colossal size and perfection. This great specimen of Mexican ingenuity was removed in 1852 to the public walk of Paseo Nuevo, where it now stands. The Plaza de Toros, a large circular enclosure for bull-fights, which is capable of accommodating from 3,000 to 4,000 spectators, is also worthy of notice; it stands near the magnificent Paseo, or Park, which lies at the western extremity of the city. This park consists of several broad avenues, shaded by stately trees, among which are numerous fountains. The manufactures of the city are limited; they include gold and silver lace, jewelry, and silversmiths' work, woolen cloths, carpets, blankets, cotton goods, carriages, and tobacco. The trade is also very limited—the exports being confined exclusively to the products of the mines, while the imports are chiefly manufactured goods from Europe, and silk goods and hosiery from China. The city originally bore the name of Tenochtitlan, and it is supposed to have been founded in 1325. Its site is based on several islands of Lake Tezcuco, which were united by means of wide causeways. In the hands of the Spaniards the city was almost entirely rebuilt, and in order to free it from fearful inundations, (the site being nearly on a level with the surrounding lakes) an immense cut was made in the solid rock to discharge the water. This cut was commenced in 1609, and completed in 1789; it is 12 m. long, 360 ft. wide, and 150 ft. deep. From the termination of this cut the water passes through ravines, etc., for a distance of about 200 miles, to the Panuco River, which empties into the Gulf of Mexico.

The City of Puebla, the capital of the State of the same name, is noted for its numerous and richly decorated religious edifices, for the extreme cleanliness of its streets, and for its manufactures of glass, cotton goods, and earthen wares.

Guadalajara, or Jalisco, as it is more generally known, is a place of considerable commerce, from its proximity to the ports of Mazatlan and San Blaz, with which places it carries on a lively trade. It contains many cotton and woolen factories, and is remarkable for its extensive manufacture of fine earthenware, which is carried to all parts of the country. This city has always been the cradle of rebellion against the general government, and has suffered much of late years by internal dissensions, resulting in civil wars.

Guanajuato is situated in a ravine, surrounded by high, craggy mountains, and is the first mining city in Mexico. Its most flourishing silver mines are La Luz and San José, which yield on an average $4,000,000 yearly. It has many beautiful buildings, and its streets are noted for their irregularity and steepness, only two of which can be traversed by vehicles. It has no manufactures, as the inhabitants are chiefly miners.

Merida, the capital of Yucatan, is a place of some commerce, and lately several cotton and other factories have been established, the most of which are owned by foreigners, principally Englishmen.

It has several beautiful churches, the fronts and interiors of which are ornamentally carved.

Queretaro has within the last few years been noted for its factories, especially those of cotton goods and carpets, which employ more than 7,000 workmen. It is situated on a slope of a range of mountains, and is one of the most healthy cities in the country.

San Luis Potosi is an extreme inland city, and hence has little or no commerce. It is surrounded on all sides by dense forests of oak and cypress. The Cathedral and the Palace are the only buildings worthy of notice.

Colima, as a port on the Pacific, has considerable trade, which has been greatly increased since the discovery of gold in California. It is very healthy during the winter, but in the spring and summer it is sickly.

Zacatecas stands next to Guanajuato in the mining department, but it has few manufactures. Its streets are narrow and crooked, as in most of the mining towns built on the slopes of rugged mountains.

Oajaca may be justly considered the most beautiful city south of Mexico, and it was once noted for the richness of its silver mines. All of these have been abandoned for a number of years, yet this precious metal is obtained by the poorer classes with little labor. by the simple process of crushing the ore brought from the mountains that surround the city. Its inhabitants are principally engaged in agricultural pursuits.

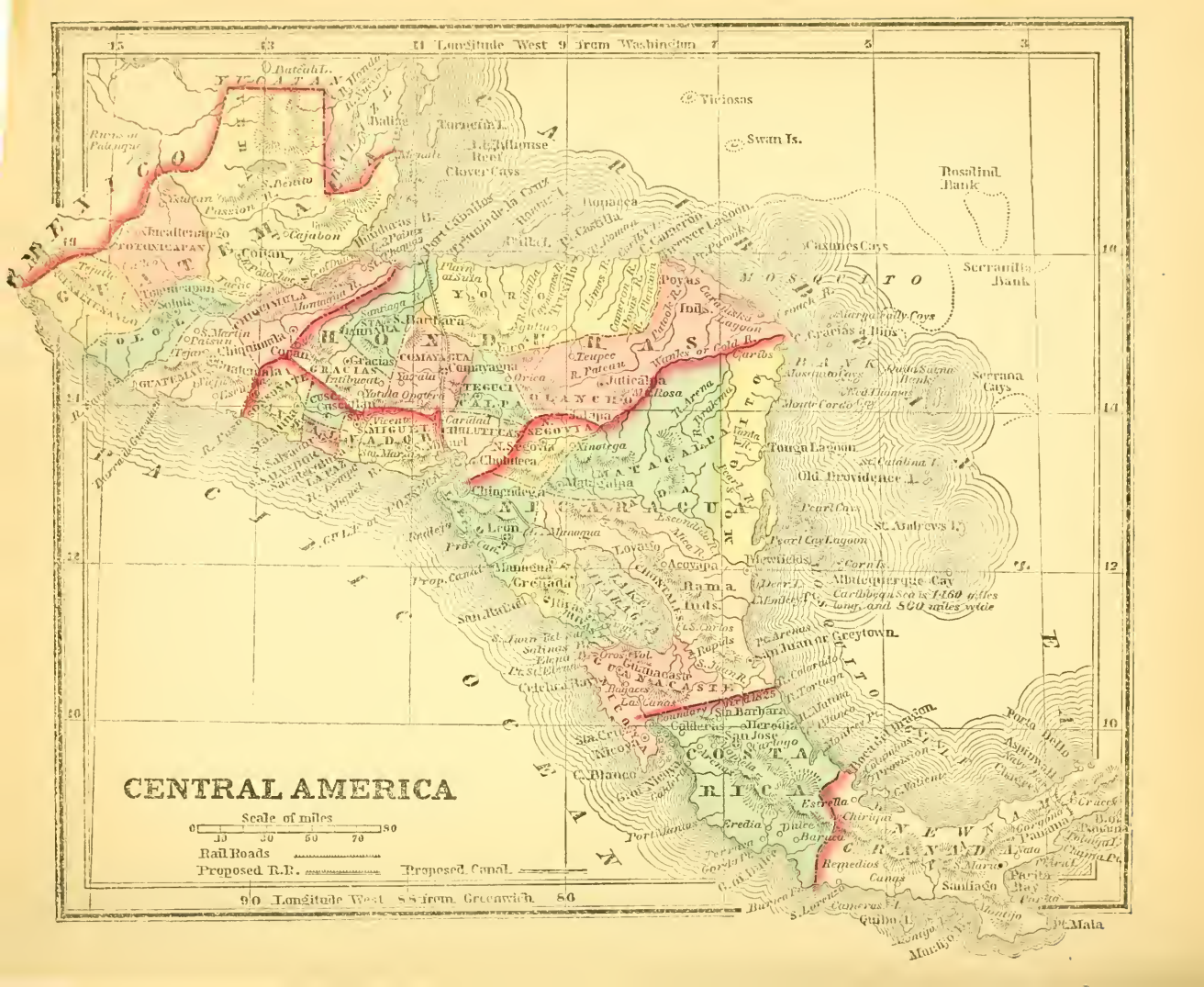
The City of Durango has also several silver and copper mines. It possesses a number of beautiful edifices, erected by the first Spanish settlers. For a long period this place has made no advancement, owing to the very frequent incursions of the savages, who have often advanced to the very outskirts of the city, keeping the inhabitants in one continual alarm.

The city of Jalapa is deservedly styled the Paradise of Mexico. It is situated about 75 m. from Vera Cruz, and the beauty and fragrance of its vegetation form a theme of admiration for travelers. Its inhabitants are extremely hospitable to foreigners, and the women are celebrated for their beauty.

Saltillo, the capital of Coahuila, is memorable for being the place where the battle of Buena Vista was fought on the 22d of Feb., 1847, when the American army under Gen. Taylor defeated the Mexican forces under Gen. Santa Anna. This city contains 6 or 7 large cotton factories, the majority of which are owned and worked by the natives. It has no beautiful edifices, but its buildings are finely painted on the exterior.

Morelia or Valladolid is noted for the richness of its temples, many of which are ornamented with massive gold and silver. This city supplies all the central portion of Mexico with hogs, hundreds of thousands of which are annually taken to the city of Mexico. In 1855, 220.000 were sent from this city to different parts of the country for slaughter.

Chihuahua, the capital of the State of the same name, is very regularly laid out, and for the most part well built, the streets being broad, clean, and generally well paved. In the centre is a large square, called La Plaza Mayor, on one side of which stands the Cathedral. This is a large and imposing structure of hewn stone, erected at a cost of $800,000; it has a lofty dome and two towers, with a façade containing the statues of the twelve Apostles. The city is surrounded by silver mines, and contains many furnaces for smelting the ores.


CENTRAL AMERICA
Scale of miles
0 10 30 50 70 80
Rail Roads
Proposed R.R.
Proposed Canal
11 Longitude West 9 from Washington
90 Longitude West 85 from Greenwich 80
Viciosas
Swan Is.
Rosalind Bank
Serranilla Bank
Serrana Cays
Caxmies Cays
Old Providence I.
St. Andrews I.
Albuquerque Cay
Corn Is.
Pearl Cays
Pearl Cay Lagoon
Tonga Lagoon
Santa Catalina I.
Carthagena Sea is 1160 miles long and 800 miles wide
San Juan or Greytown
Ruatan I.
Bonacca
Utila
Roatan
Clover Cays
Turneffe I.
Belize
Balize
Triangles
Port Caballos
Omoa
Truxillo
Cape Honduras
Cape Gracias a Dios
Blewfields
Chontales
Nicaragua
Lake Nicaragua
Granada
Leon
Realejo
Chinandega
Nicoya
Gulf of Nicoya
Gulf of Dulce
Port Limon
Chiriqui
Remedios
Santiago
Parita Bay
Panama
Chagres
Porto Bello
Gulf of Darien
Gulf of Mexico
Caribbean Sea
Pacific Ocean
Honduras
Guatemala
Salvador
Nicaragua
Costa Rica
Mosquito
Yucatan

STATES OF CENTRAL AMERICA.

Central America is the name of the region between the Isthmus of Panama and the Isthmus of Tehuantepec, but this name is more generally used to designate the country south of Mexico, and this use has of late greatly increased, owing to the political relations of the States within it. Its west part is traversed by a range of mountains, which in fact is only a part of the great American Chain. The elevations of this range are generally from 3,000 to 5,000 ft.; but some parts towards the south are 9,000 ft., and the volcano of Irasu is 11,500 ft. The Guatemala group contains more active volcanoes within similar limits than any other part of the world, except Java. That of Agua has twice destroyed the Old City of Guatemala, and occasionally pours forth torrents of boiling water and stones; it is one of three volcanoes lying close together, presenting a scene of great magnificence. Earthquakes are of frequent occurrence, and as late as 1855 the City of San Salvador was almost totally destroyed. The country is divided into two distinct parts, the distinction depending not on difference of latitude, but on difference of level. The low section is, perhaps, half of the whole area, and, lying chiefly on the east, or gulf side, has a purely tropical climate and vegetation. The high table-lands, in climate and production, nearly approach the warm regions of the temperate zone. Generally, the climate and productions are similar to those of Mexico. The grains, vegetables, and fruits of Europe grow on the higher portions of the table-lands, while in the lower and warmer districts Indian corn, sweet potatoes, sugar-cane, tobacco, indigo, cacao, and nearly every species of tropical fruit flourish. The chief exports are the indigo of San Salvador and cochineal of Guatemala. The other products are mahogany, numerous dye-woods, besides sugar, tobacco, cotton, together with various drugs. Costa Rica is especially noted for its coffee crop, to which it is indebted for its wealth and general advancement. Its cultivation, though only introduced about the year 1830, has increased so rapidly, that from 3,000 to 4,000 tons of this article are now exported annually.

Central America is divided into five distinct States, viz: Guatemala, Honduras, San Salvador, Nicaragua, and Costa Rica, besides the Mosquito Territory, and the Belize belonging to Great Britain. Their aggregate area comprises about 186,000 Eng. square miles. The States were formerly, like Mexico, provinces in the possession of the Spanish Crown, and formed the Vice-Royalty of Guatemala. In 1823, these provinces succeeded in establishing their independence of Spain, and formed themselves into the "Republic of Central America," with a President, Senate, and Federal Congress. In the institutions which they adopted, distinctions of color were disregarded, and the privileges of the Constitution thrown open to all classes. The Constitution of Union was maintained until 1838, when, in consequence of dissensions in and between the States, it was dissolved. Each State then became an independent government. Attempts were subsequently made to re-establish the confederacy. In 1849 a compact for this purpose was made by Honduras, Nicaragua, and San Salvador. The concurrence of Guatemala and Costa Rica was invited, but not

obtained. The compact went into effect January 1, 1851, but it was subsequently given up. In a short time, owing to various events, a conservative administration was brought about in all the States, except Honduras. However, the democratic parties in the other States continued to strive for the ascendancy, and in 1855 that of Nicaragua triumphed.

The population is estimated, by the most reliable authorities, to be about 2,000,000 or 2,100,000, of which fully one-half are Indians, about 800,000 are mixed races, 10,000 are negroes, and 100,000 are whites. In each country the best inhabited portions are towards the Pacific side. San Salvador is the most densely populated State. The mixed races, mestizoes, are said to be fairer in complexion than the same classes in other parts of America. The Indians (except in Guatemala) generally speak the Spanish tongue, or corrupted form of it, and are in part blended with the rest of the people. Ignorance and superstition pervade nearly all classes, and the whites are not much advanced in civilization.

GUATEMALA

Is the largest of the Central American States, and its area comprises about 43,380 sq. m. It is situated immediately between Mexico on the N. W. and Honduras and San Salvador on the S. E. It has also a greater total population than the other States, containing about 1,000,000 inhabitants. The Indians preserve to a great degree their aboriginal customs and language. The chief outlets for the foreign trade are the ports of Iztapa, on the Pacific coast, and St. Thomas, on the Atlantic side, near the head of the Gulf of Honduras. This gulf is connected by the River Dulce with the Gulf of Dulce, a fine and navigable inlet. The capital is the City of New Guatemala, situated on a high plain, 4,370 ft. above the sea, and at a distance of 45 miles from the Pacific coast. It is a well-built place, with 40,000 inhabitants. Old Guatemala, which lies in a beautiful valley, 21 m. S. W. of the new capital, was abandoned as the capital, owing to the numerous earthquakes and volcanic eruptions by which it had suffered, but still has a population of about 10,000. To the south of it is the volcano d'Agua, 13,758 ft. high, which has derived its name from the water which it emits during periods of eruption.

HONDURAS

Comprises the country between Guatemala and Nicaragua, excepting the small territory occupied by San Salvador. Its northern sea-coast is very extensive, but on the Pacific side it has only the advantages of the Bay of Conchagua, or Fonseca. Its area is estimated at 39,600 sq. m. Its surface is irregular, being traversed by numerous mountain ranges in all directions, but generally of moderate elevations. The intervening valleys are generally fertile. Honduras is naturally the principal mining district of Central America, but the product from the mines is now much less than formerly, and is in fact of trifling amount. The country abounds in stock cattle, of fine breed, and is adapted to them. The population is about 350,000. The principal ports are Truxillo and Omoa, both on the Caribbean Sea, and the latter is an extremely hot place. Comayagua, the capital, (formerly called Valladolid,) contains about 12,000 inhabitants. Its chief edifices are the Cathedral, College, and a richly-endowed Hospital.

SAN SALVADOR

Is the least in size of the Central American States, but is the most densely inhabited. Its territory has a very regular outline, stretching for 150 miles along the Pacific coast, with a quite uniform breadth of 50 miles. Entire area, 9,594 sq. m. The soil is extremely fertile, and the whole surface is more generally cultivated than the other parts of Central America. The most important crop is indigo, which is of excellent quality; but maize, sugar, tobacco, cotton, etc., thrive well. The tract of coast which lies between Acajutla and Libertad is remarkable as the only district which furnishes the so-called "Balsam of Peru," of which from 15,000 to 20,000 lbs. are annually obtained. That section is inhabited by a few Indian families, who extract the balsam by making incisions in the trees which yield it. Another tree, of almost equal value, is the cedar, and immense quantities of it are annually cut for timber. The mineral resources of this state are reported to have been exhausted. The population is estimated at 375,000. For a long time the inhabitants have been reputed to be the most industrious in Central America, and the most advanced in civilization. The capital of the State is the City of San Salvador, which was for a time the seat of government of the Federal Union. It is situated at a distance of 22 miles from the coast, and stands between wooded heights, in a well-watered vale, several thousand feet above the Pacific, and about 3 m. S. E. of the Volcano of San Salvador. This fire-mountain rises about 1,000 ft. above the table-land on which it stands, forming a beautiful cone-shaped summit, crowned to the highest point with thick forests. The city has, at different periods, suffered greatly by earthquakes, especially in the years 1659 and 1854, when it was nearly destroyed. The State has three ports, those of Acajutla, (near the western limit of its coast,) Libertad, and La Union, the last-named of which lies on the Gulf of Conchagua.

NICARAGUA

Is the most widely-known of the Central American States, on account of its containing one of the chief routes between the Atlantic and Pacific Oceans, and on account of its political relations. It extends along the Pacific, from the Gulf of Nicoya to the Gulf of Fonseca, but on the Caribbean Sea has only a small extent of coast, including the mouth of the Rio San Juan del Norte. On the north it is bounded by Honduras, on the east by the undefined Mosquito Territory. Its principal importance is derived from its position between the great oceans, and its containing two large lakes, viz: Nicaragua and Managua, (or Leon,) which, with the Rio San Juan, naturally afford navigable communication across the greater part of the country. Lake Nicaragua is 90 m long, and averages 30 m. in width, and is connected with Lake Managua by the River Penaloya. Near the shores, to a distance of 100 yds. from the beach, it has generally a depth of about 2 fathoms; in other parts the soundings vary between 5 and 15 fathoms. It contains numerous islands, some of them of considerable size. The Pacific coast is bordered, at the distance of a few miles from the shore, by a range of hills, which attain no great height until they approach the confines of Costa Rica, where they rise to an elevation of from 5,000 to 11,000 ft. Between this ridge and the lakes, the land is moderately level; but along the borders of Honduras and San Sal-

vador, lofty ridges again occur, extending in various directions. There are several volcanoes, and all towards the sea, standing alone, or but slightly connected with the main ridge; but none of them are of any great elevation, the highest probably not much exceeding 5,000 ft. The streams are numerous, but none are of much importance, except the San Juan. The greater portion of the surface consists of plains and slopes, which have a rich loamy soil of dark color. The staple articles of food are raised with little attention, and agriculture is in a low condition. Fruits of various kinds are very plentiful. One of the principal sources of wealth consists in the cattle and live stock, which are generally numerous, and particularly so in the districts on the east side of the lakes, where there is extensive and excellent pasturage. The mineral resources of the country are not definitely known. On the coasts the climate is hot and humid, but in the interior it is more agreeable and healthy. The population is about 200,000, who are chiefly located along the Pacific coast, and in the country adjacent to the lakes. Nicaragua contains two principal cities—Leon, not far from the Pacific port of Realejo, and Granada, on the N. W. shore of Lake Nicaragua. Both have become noted as centres of political struggles, which have resulted in severe and lasting injury to their prosperity. Leon was for a long time the capital, distinguished for its elegant houses and magnificent public edifices; its trade and manufactures are now limited, and its population does not exceed 20,000. Granada, the present seat of government, is more advantageously situated for trade; but, although it is one of the oldest cities in Central America, its population is not now more than 10,000.

COSTA RICA

Extends from Nicaragua to the western boundary of Panama, and comprises an area of 13,590 sq. m. The country is intersected diagonally by the primary range of the isthmus, which throws off numerous spurs on either side, giving to the surface an abruptly diversified aspect. In the principal range there are several volcanic mountains. Along the coast of the Pacific, especially around the Gulf of Nicoya, the country has a most beautiful appearance, being diversified by valleys and intersected by numerous streams. Excepting the sea-coasts, the climate is unusually mild and temperate for the latitude, and hence it is extremely favorable to agricultural pursuits. The soil is remarkably fertile, especially on the table-lands and in valleys between the mountains. Coffee is the most important product, and this was not introduced until about the year 1830; its culture has been rapidly extended, and with the greatest success. Tobacco of excellent quality is raised, besides the usual crops of corn, sugar, cacao, etc. Mines of gold, silver, and copper exist, but these are not worked. The name of the country, signifying "rich coast," originated from the gold mines. Costa Rica is thinly inhabited, except in one particular district, towards its northern limits, and contains but few towns. San José, the capital, is situated about midway between the coasts in the north part of the State. It has about 18,000 inhabitants, and has succeeded to the importance and commercial activity of Cartago, the former capital. The latter town is 18 m. E. S. E. of San José. By an earthquake in 1841, it was almost entirely destroyed. Near it is Mt. Cartago, 11,480 ft. above sea-level, from the summit of which both oceans can be seen.

WEST INDIES
CARIBBEAN SEA
Scale of miles
HAYTI,
ST. DOMINGO
OR HISPANIOLA
ATLANTIC
CUBA
JAMAICA
PORTO RICO
HAVANA
SAN DOMINGO
PAU PRINCE
Windward Passage
Mona Passage
Lon. W. 83 from 82 Greenwich 81
Long. 70 W. from 69 Greenwich 68

THE WEST INDIA ISLANDS.

The West Indies consist of an extensive system of islands, situated in a somewhat curved line between the Peninsula of Florida, in North America, and the N.E. coast of Venezuela, in South America. The total area of all the islands has not been definitely ascertained, but is reckoned at from 86,000 to 95,000 sq. m. They are naturally divided into three distinct groups. 1. The Great Antilles consist of Cuba, Hayti, (or San Domingo,) Jamaica, and Porto Rico, which are the largest and best islands, and comprise about seven-eighths of the whole area of the Archipelago. All of them are mountainous, and the highest elevations are about 8,000 ft. above the sea. 2. The Little Antilles consist of a series of small but elevated volcanic islands, comprising all lying E. and S. E. of Porto Rico, which are subdivided into the groups of the Leeward and the Windward Islands, (these are sometimes called the Caribbe Islands,) and the group extending along the coast of Venezuela. These also have great diversities of surface. Many of the elevations throughout the Little Antilles rise to between 4,000 and 5,000 ft. Nearly all of these islands exhibit signs of volcanic action, and several of them contain active volcanoes. In Guadeloupe and St. Vincent destructive eruptions have occurred within the present century. 3. The Bahamas, (or Lucayos Islands,) form the most numerous but least valuable group, and comprise all the islands lying north of Cuba and Hayti. They are generally low and level, and are chiefly composed of coral rocks.

The total population of the West Indies is about 3,500,000. The whites are probably not more than one-fourth of the whole, and they are chiefly in Cuba, Porto Rico, and Jamaica. Two-thirds are negroes, and the remainder mulattoes. The native Indian race, by whom the islands were occupied prior to their discovery by Europeans, have been altogether exterminated, with the exception of a few families in some of the smaller islands. Excepting Hayti, all the islands of the West Indies are in the possession of European nations, and the white population of each consists principally of settlers from the country to which it belongs.

On page 33 there is a statement of the area and population of the political divisions of the West Indies.

All of the West Indies are noted for their natural fertility and actual productiveness. Agriculture and the business connected with the exportation of produce, constitute the chief employment of the people. The field work is done almost entirely by the negroes. The chief productions and exports are, sugar, fruits, rum, tobacco, coffee, molasses, etc. West India sugar was first cultivated in Hayti, where in 1518 the Spaniards had 28 sugar presses in operation; this island was also for many years the principal purveyor of sugar for the European market. The quantity of sugar produced in Cuba, per acre, is estimated at a little more than 2,000 lbs., being somewhat more than in Jamaica, but less than in Barbadoes. The export of sugar from Cuba exceeds in value all its other exports. Indian corn, which is the principal cereal, is everywhere raised, and yields great crops twice a-year. Plantations of the banana and plantain are extensive in most of the islands.

The manufactures are limited, since most of the exports to foreign countries are exchanged for manufactured goods, provisions, etc.

Foreign commerce is carried on more extensively than from any other portion of the world of the same area, wealth, and population. Most of this is with the countries of Western Europe and with the United States. Of the total exports from Cuba in 1850, nearly one-third or 32·61 per cent., was sent to the United States, 27·55 per cent. to England, 11·98 per cent. to Spain, 7·30 per cent. to Germany, 7·27 per cent. to France, etc. The exports of the United States to all the West Indies during the fiscal year 1854–5 amounted in value to $18,061,963, and the imports to $25,976,344.

The smaller islands contain no minerals in sufficient quantity to repay the labor of working, but Cuba and Hayti contain a variety of mines that may be worked with profit.

The Spanish possessions are Cuba and Porto Rico, with their few small dependencies. Cuba is about 650 m. long, with average breadth of from 50 to 60 m., and aggregate area (including the Isle of Pines, 600 sq. m., etc.) of 35,757 sq. m. A chain of mountains stretches through the interior of the island, and in the eastern part—where it bears the name of Sierra del Cobre (or Copper Mts.)—attains a height of about 8,000 ft. above the sea. From the base of these mountains the country spreads out into extensive plains and savannahs, most of which are well watered and covered with luxuriant vegetation. The rivers are few in number, and none of them are navigable except by small boats. The coast is, for the most part, thickly beset with rocks, coral reefs, and small islets, and only a third part of its extent is accessible to vessels; but within this portion are several excellent harbors.

The population of Cuba in 1853 was 1,009,060, consisting of 510,988 whites, 176,647 free colored, and 330,425 slaves. The white population was thus classified as to origin: Natives of Spain, 90,000; Canary Islands, 25,000; France, 3,000; England, 1,000; North America and other countries, 3,000; and 389,000 natives of the island.

The most important object of cultivation on the island is sugar, and next to it are garden fruits, esculents, tobacco, and coffee. Of late years the quantities of tobacco and cigars exported have varied greatly with successive seasons. The best tobacco is produced in the neighborhood of Havana, in the district of Vuelta de Abajo, which is about 84 m. long and 21 wide.

Population in 1853 of the chief towns: Havana, 125,905, (exlusive of the suburbs Regla and Casa Blanca, 8,310); Matanzas, 26,000; Puerto Principe, 26,684; Santiago de Cuba, 24,253; Trinidad, 14,119; Espiritu Santo, 9,982.

Havana, the capital of Cuba, and the largest city in the West Indies, is situated on the north coast of the island, upon the western side of a bay, which forms a safe and excellent harbor. The entrance to the bay is a short and narrow channel, which is defended by three strong castles. The city is further defended by fortifications, and is surrounded by walls and ditches. When viewed from the sea, it presents a picturesque appearance, with its numerous spires and back-ground of hills. Its streets are regularly laid out, but are so narrow and so closely lined with massive stone buildings that they have a heavy and gloomy appearance. Its best part is near the great square called Plaza de Armas, a beautiful enclosure, adorned with fountains, flowers, etc., around which are the

palaces of the govenor and high officers, and the residences of many of the nobility. The public buildings are numerous, and though not erected in the first style of architecture, are generally substantial, neat, and commodious. The churches are all richly ornamented. The houses are of stone, not very high, and plainly built; but, in the interior, they are spacious and well arranged, with court-yards and piazzas, to which the apartments open; many of them are splendidly furnished, and present an appearance of wealth and comfort not generally realized in Spanish colonies. The upper classes are distinguished for the liveliness and gaiety of their manners.

Matanzas is the most commercial town in Cuba, except Havana. It is situated 52 m. E. of Havana, on a flat on both sides of the San Juan, at the head of a spacious and well-sheltered bay. Steamers ply daily to Havana, and railroads extend to Havana, Cardenas, and other places.

Puerto Principe is a large inland city, in the eastern half of the island, situated W. S. W. of its port, Las Nuevitas, with which it is connected by a railroad, 45 m. long, and opened in 1840.

Porto Rico is situated considerably to the eastward of Cuba, the large island of Hayti intervening between them. Its length is about 90 m., its breadth 40, and its area nearly 40,000 sq. m. The interior is traversed by a broad range of mountains, which have an average height of 1,500 ft., though the highest summit rises to 3,678 ft. Between the hills there are watered and wooded valleys, and alluvial plains, the soil of which is very fertile. The population is 380,000, and about one-half are whites. The capital is San Juan de Porto Rico, which is also the largest city, chief seaport, and altogether one of the best towns in the West Indies.

The British possessions in the West Indies rank in importance, also in area and population, next to the Spanish possessions. Their aggregate area is computed at 14,312 sq. m., of which Jamaica has 6,250 and Trinidad 2,020. The entire population in 1851, according to the census of that year, was 829,988, of which Jamaica had 377,433, Barbadoes, 135,939, and Trinidad, 68,645.

Jamaica lies to the southward of Cuba. Its surface is extremely diversified, and only a very small part is level ground. The principal range of mountains extends through the centre of the island; in the eastern part they are called the Blue Mts., the highest summits of which are more than 7,000 ft. above sea-level. The declivities are covered with heavy forests. The intersecting valleys are generally very narrow; and the most extensive open tract, viz: the Plain of Liguanea, is along the south coast. The whole island is well watered, but the rivers are small, and chiefly on the south side; and these are navigable only by small boats. The coasts afford numerous safe and excellent harbors. About half of the surface may be cultivated, and though the soil is less fertile than on many islands, most of the products of the West Indies are readily raised.

More than three-fourths of the population are negroes, and the remainder chiefly mulattoes.

Kingston is the largest place, and carries on most of the trade. It stands on a gentle slope, fronting a fine harbor upon the south coast. The population is about 30,000, or perhaps 35,000. Upon a tongue of land at the entrance of the harbor are the remains of Port Royal, formerly a splendid town, but almost entirely destroyed by earthquakes.

Spanish Town, (or Santiago de la Vega,) the seat of government, is situated in a pleasant val-

ley, 10 m. W. of Kingston. Its population is about 5,000. Except as the official residence of the governor, and the seat of the superior courts of the island, it is not of much importance.

The other towns are of small size, but several of them have considerable trade.

Trinidad, the largest of the Little Antilles, is separated by the Gulf of Paria from the mainland of South America. Its formation is volcanic, and in many places the volcanic action is still going on. Its interior is for the most part level. Near its south-west extremity is a remarkable tract, called the Pitch Lake, which is an extensive plain, covered with bitumen. (This substance is found in other parts, and has been largely exported of late years.) There are several mud volcanoes in the same region; the largest, 150 ft. in diameter, has boiling mud constantly bubbling, though not overflowing. The south side of the island is remarkable for its magnificent scenery.

Port-of-Spain, the capital, is on the western coast; it is one of the handsomest towns in the West Indies, being built wholly of stone or brick, with wide streets; in 1851 its population was 11,693.

Barbadoes forms, next to Jamaica, the most valuable of the British possessions in this part of the world. It lies eastward of the general range of the Antilles, has an area of 163 sq. m., and its population in June, 1851, was 135,939. With the exception of Malta, the population is believed to be more dense than in any other part of the world.

The French possessions are Guadeloupe and its dependencies, and Martinique. Population of the islands in 1851: Guadeloupe, 129,050; Marie Galante, 12,749; Les Saintes, 1,100; Desirade, 2,568; St. Martin, (French part,) 3,773; Martinique, 121,478; total, 268,718. These islands are in a very prosperous condition. The chief product is sugar. Basse-Terre is the capital of the Guadeloupe colony, and has about 6,000 inhabitants. Fort Royal is the capital of Martinique, and has 11,300 inhabitants.

The Dutch possessions and their population on Dec. 31, 1854, are thus stated: Curaçoa, 16,830; Buen Ayre, 2,939; Oruba, 3,201; Saba, 1,709; St. Martin, (Dutch part,) 2,918; St. Eustatius, 1,856; total, 28,854.

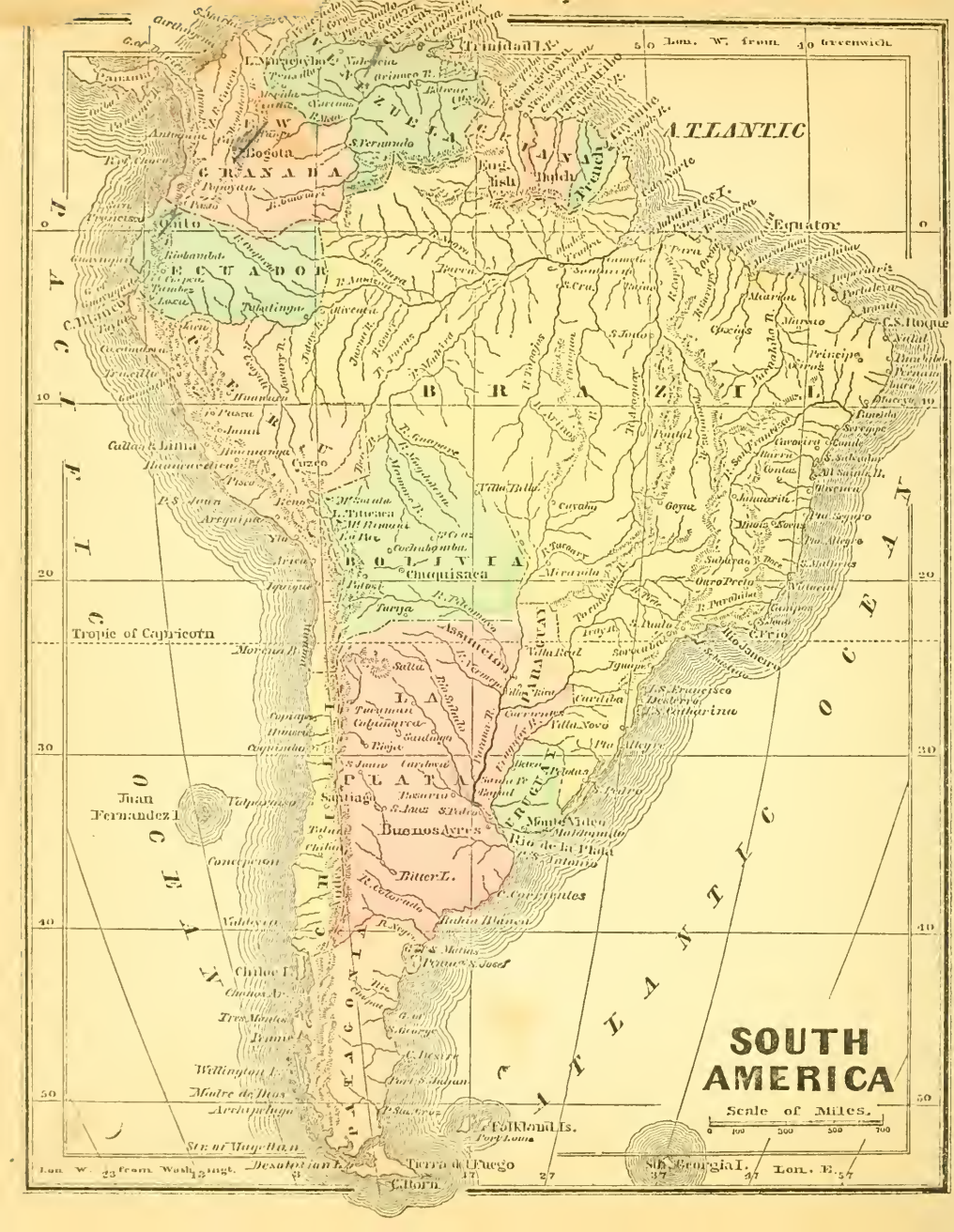
Danish West Indies and their population in 1851: Santa Cruz, or Saint Croix, 25,720; St. Thomas, 13,666; St. John, 2,228; total, 39,614. Two-fifths of Santa Cruz are in sugar-cane plantations, sugar and rum being the chief products.

The Swedish possession is confined to the island of St. Bartholomew, which has an area of 30 sq. m. and 10,000 inhabitants, two-thirds of whom are negroes, formerly slaves, but emancipated in 1847.

Hayti (the island) is divided into two distinct governments—the eastern, or former Spanish portion, constituting the Dominican Republic, and the western, or former French portion, forming the so-called Empire of Hayti.

The Dominican Republic has been recognized as an independent State by France, Denmark, and Great Britain. Its capital and chief port is San Domingo, on the south coast, at the mouth of the Ozama; population, 10,000.

The Empire of Hayti was organized in 1849. Its capital and chief seaport is Port-au-Prince, at the head of the Bay of Gonaives; pop'n., 15,000.


SOUTH AMERICA
Scale of Miles.
0 100 200 300
ATLANTIC
PACIFIC
Trinidad I.
Caracas
Bogota
GRANADA
ECUADOR
Quito
Equator
Lima
Callao
Cuzco
BRAZIL
BOLIVIA
Chuquisaca
Tropic of Capricorn
LA PLATA
Buenos Ayres
Rio de la Plata
Santiago
Juan Fernandez I.
Chiloe I.
Falkland Is.
Port Louis
Terra del Fuego
Cabo
Str. of Magellan
Desolation I.
St. Georgia I.
Lon. W. from Greenwich
Lon. E.

THE CONTINENT OF SOUTH AMERICA.

South America, in respect to its position as one of the grand divisions of the globe, is the most widely separated and insulated of all. Its general outline, like that of North America, is nearly triangular, tapering towards its southern extremity. Its extreme length, N. and S., from Point Gallinas in lat. 12° 30′ N. to Cape Horn in lat. 55° 58′ 40″ S., is about 4,800 miles. Its greatest breadth, E. and W., from Cape Saint Roque in long. 35° 16′ W. to Cape Blanco in long. 81° W., is about 3,230 miles. Its aggregate area is estimated at about 6,958,000 square miles, three-fourths of which lie between the tropics, and the remainder in the south temperate zone. Its coast-lines have very few important indentations, and these are mainly in the southern part, where considerable inequalities occur on both the east and west shores. At the southern extremity there is a group of mountainous islands, forming the Archipelago of Terra del Fuego, which are penetrated in every direction by bays and narrow inlets, ending often in glaciers formed from the summits of mountains 6,000 feet high. The west coast of Patagonia is bordered by a great number of islands, many of which are of large size; the most northern group is called the Archipelago of Chiloe, and forms the most important part of the insular province of Chile; the main island is 125 miles long and 50 wide in its widest part. Along the coast of Venezuela there is a lengthy group of islands, which are frequently considered as part of the West Indian Archipelago. Excepting these groups, there are no islands of any importance adjoining the main-land. The Falkland Islands, situated about 250 m. N. E. of Terra del Fuego, comprise altogether about 200 islands, with aggregate area of about 6,300 square miles; two of the islands are of considerable size; the first being 85 miles long and 52 wide, with area of 3,000 square miles, and the second 80 miles long and 40 wide, with area of 2,000 square miles; but most of the others are small islets.

The outlines of the structure of South America are easily stated, since the main features of its general physical aspect are comprised in a few classes, and these have quite uniform characteristics. The most prominent and influential feature is the immense chain of the Andes Mountains, which extends close along the entire west coast. There are also ranges of mountains in Venezuela and Brazil, but their influence is only sectional, in separating the great river-basins, in directing the courses of the smaller rivers, and in determining the character of the surface of their respective vicinities. There are three principal river-basins, Orinoco, Amazon, and La Plata, with some others of less extent. Yet the greater part of the surface of this continent consists of vast plains.

The Andes system of mountains extends parallel with and at a short distance from the whole west coast, having a total length of about 4,400 miles, if measured along its highest parts, or about 4,200 miles, if measured in direct line. It is commonly called the great Cordillera of the Andes, being considered as a continuous and homogeneous system, although there is considerable difference between particular sections of the system. The names most frequently used for the divisions of the system are derived from the names of the countries through which the system passes, as—

Andes of Patagonia, Andes of Chilé, etc. In the northern and central portions of the system there are two, or sometimes three, parallel branches of the range, and in many places there are short branch chains and numerous spurs. The loftiest summit of the whole Cordillera is said to be Aconcagua, 23,944 ft., but there are many summits of nearly equal elevation; and, with the exception of certain summits of the Himalaya Mountains, this range is the highest in the world. On the sides of some of these lofty mountains and in their elevated table-lands are the most elevated cities on the globe, as Potosi, La Paz d'Ayacucho, etc. The general breadth of the system is from 200 to 250 miles; the broadest part lies between 20° and 25° S. lat., where the breadth extends to 400 miles. Most of the high summits of the Andes are covered with perpetual snow, and, even under the equator, snow is always found at the height of 16,000 feet above the sea. Further particulars of the divisions of the Andes, and accounts of the other ranges, are given in the following pages.

The volcanoes of South America all belong to the Andes, and no system of mountains contains more active volcanoes than this. These are said to be over 30 in number, and are comprised in three distinct series, viz: of Quito, of Peru and Bolivia, and of Chilé and Patagonia. Several of the highest summits of the Andes are volcanoes, or of volcanic character. The country along the western base of the Chilean Andes is more subject to earthquakes than any other part of the world, and its towns have been repeatedly destroyed.

The Amazon, or Marañon, is not only the chief river of South America, but it is the largest of the globe, and many of its tributaries are also of immense length and volume. It has a course of about 4,000 m., and is navigable for about 3,000 m. from the sea by vessels of 5 or 6 ft. draught at low water, and to less distance by larger vessels; during the latter part of its course it is 3 or 4 m. wide, and, as it approaches its termination, has rather the appearance of a wide arm of the sea than of a river. The Rio de la Plata is, properly speaking, an estuary, (formed by the confluence of the Parana and Uruguay,) about 185 m. long, which, as it approaches the ocean, increases from 25 to 170 m. in width; its waters are so muddy that they affect the ocean for more than 200 m. from its mouth. The Orinoco is said to be about 1,350 m. long, and has numerous large affluents; through one of these, called the Rio Negro, it is connected with the Amazon by a natural canal, called the Casiquiare. There are several other main rivers of much importance. The water in some of the rivers is clear; in others it has a dark green color, or an otherwise peculiar appearance. The streams flowing from the eastern declivity of the Andes of Chilé, appear not to reach the ocean, but to discharge themselves into a multitude of lakes, communicating with one another by different channels. The best known of these lakes is the Guanacache, or the most northern, which communicates with Lake Silverio; and this, again, sends its waters by the Desaguadero into the Lakes Bevedero, and through the latter by the Salado into Lake Urre-lauquen. The soil of this region is incrusted with saline matter, and the water of the lakes is said to be salt, although the rivers generally have fresh water. There is but one continental river-basin in South America, viz: in the Bolivian Andes plateau, where the Rio Desaguadero flows from Lake Titicaca, and after a S. S. E. course of 130 m. is lost in the Laguna of Aullagas. Besides Lake Titicaca, which is the largest body of water of that kind

on the continent, there are other lakes in the table-lands and high valleys of the Andes, though generally of small size. Temporary lakes are annually formed in the level sections, and, when flooded, cover vast tracts of country, as the Xarayos, on both sides of the Paraguay, which sometimes extends over 36,000 sq. m.

The great plains of South America are variously designated, according to their position and characteristics, as the Llanos of the Orinoco and Venezuela, the Sylvas of the Amazons, the Pampas of Buenos Ayres, and the Deserts of Patagonia. Each of these classes are specifically described with their respective countries.

Nearly every stratified and unstratified rock on the globe, from the oldest to the newest, from granite to lava, and from gneiss to alluvium, are developed in this continent on a magnificent scale. The basis of the Andes is composed essentially of gneiss and granite, but these are usually covered by immense deposits of ancient volcanic rocks. Granite rocks are found in great abundance in Terra del Fuego and in the Patagonian Andes; and in Brazil, it frequently abounds in the lower parts of the country, as well as in the mountains, where it is associated with nearly every other stratified and unstratified rock of the primary group. Over the whole Andes range porphyry abounds, while most of the great dome-shaped mountains are formed of trachyte, and quartz rock is much developed, sometimes mixed with mica or gold, and containing mercury and iron. Its elevated table-lands are covered in a measure by fossiliferous limestone, which occurs from 9,000 to 14,000 ft. above the ocean, and by new red sandstone, embracing ores of copper and gypsum. The lower table-land is covered by diluvial detritus, embracing gold.

The great metalliferous riches of South America are mainly in Peru, which is perhaps the most remarkable region on the globe for the precious metals. The annual product is much less than formerly, on account of the imperfect manner in which the mines are wrought, and the disturbed state of the country. Brazil is celebrated for its gems, especially its diamonds. Chile contains a great number of very valuable copper-mines, besides mines of many other metals.

The vegetation of this continent is most distinguished by its prodigious forests, which cover about two-thirds of its surface, and otherwise by luxuriance and beauty, especially within the Torrid Zone.

THE COLOMBIAN REPUBLICS.

In the year 1819, the Republic of Colombia was formed, under the leadership of Gen. Bolivar, by the union of Venezuela and New Granada; in 1821, Ecuador was added to the confederation, and in 1823, Panama; in 1831, the formal dissolution of the Republic was agreed upon; and the three separate republican governments of Venezuela, New Granada, and Ecuador, were again established (with their present limits, etc.) pledged by treaties of mutual protection, and of free commerce among themselves. For several reasons, independent of their blended history and intimate relations, these countries may properly be treated of under the same general head. The project of re-organ-

izing the former confederation has to some extent been considered in each country, and it is not improbable that this may at some time be consummated.

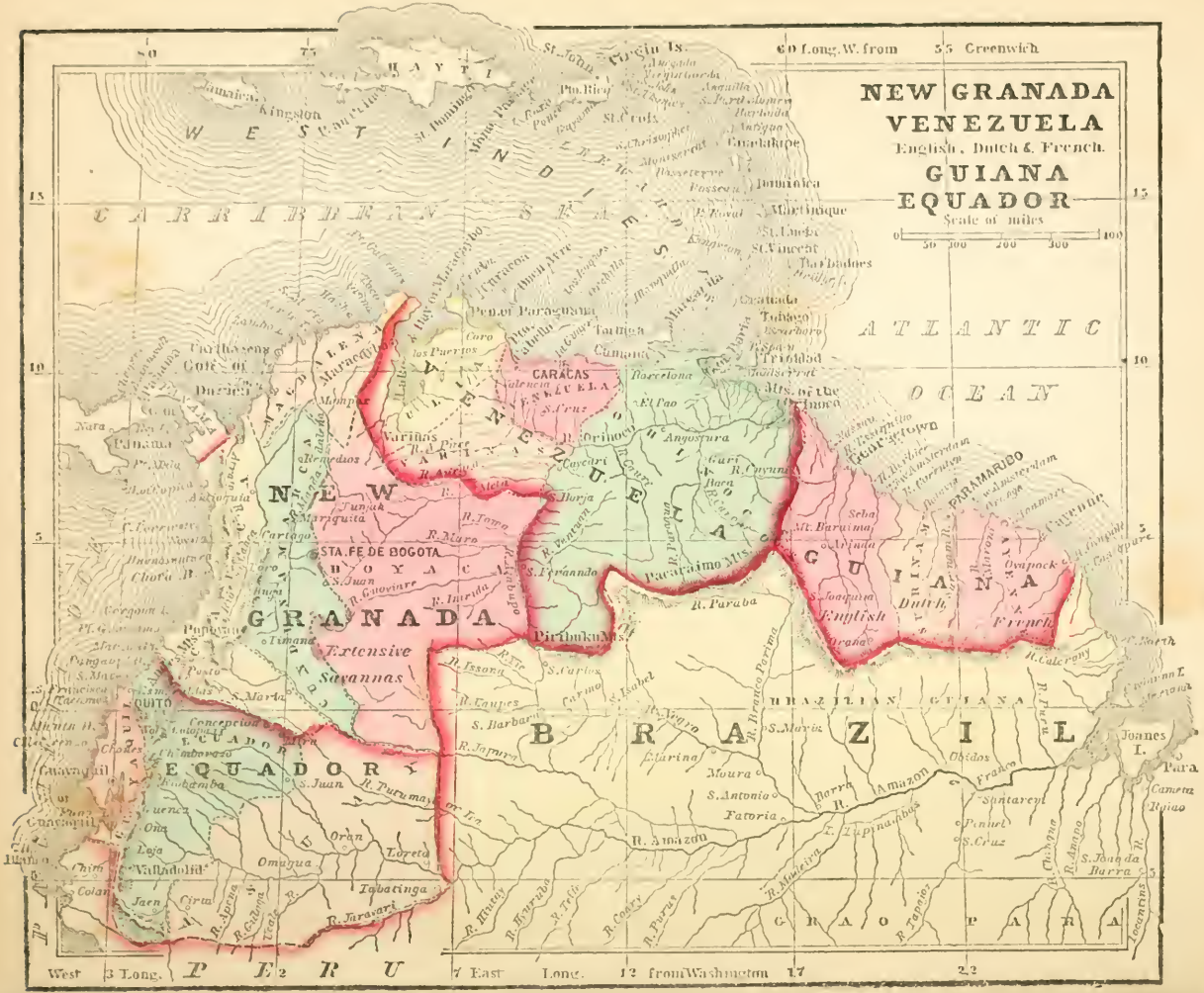
NEW GRANADA.

New Granada occupies the north-west part of South America, and also includes most of the Isthmus of Panama or Darien. Its coast along the Caribbean Sea extends eastward to Cape Chicibacoa, long. 72° 24′ W. From that point the boundary line separating from Venezuela extends irregularly southward, and is determined chiefly by the junctions and courses of rivers, its whole length being about 1,100 m. The south boundary is more regular. The aggregate area is estimated at about 522,000 sq. m. Full half of the area is occupied by the Andes Mountains and their table-lands, and the remainder consists chiefly of low plains, drained by tributaries of the Orinoco River. Along the Pacific coast there is a low tract of country, covered with dense forests, and unhealthy from its moisture and intense heat. The western mountain range, or coast chain, or Chain of Choco, extends north to the Bay of Panama; it is of comparatively little elevation, but so steep as to render it difficult for travelers to pass; near the Isthmus, the surface is nearly level, and only at a very trifling elevation above the sea. The middle range, called the Chain of Quindiu, extends north to the Province of Antioquia; its chief summit is the Peak of Tolima, 18,420 ft. in elevation, the highest point of the Andes north of the equator. The eastern chain is called Suma Paz, or the Cordillera of New Granada, which stretches in north-east direction to the Sierra de Merida, and then northward into Venezuela. These three ranges unite in the group of las Papas, near lat 2° N. The table-lands between these ranges are elevated from 6,000 to 9,000 ft., above the sea, and occasionally extend higher upwards, even upon the summits of the mountains. The principal river is the Magdalena, which is navigable from Barranca as far as Honda, or more than 700 m.; its chief tributary is the Cauca, which is navigable about 100 m. The valleys of these streams comprise some of the best portions of the country; from the rich alluvial banks, there is a succession of fertile table-lands up to the spurs of the Andes. The plains, or llanos, in the east and south-east divisions, extending to the Orinoco, are alternately swamps or sun-burnt deserts. Considered altogether, the area of New Granada is the most equally diversified in soil and climate of all the South American countries.

The total population in 1851 was reported at 2,363,054, consisting as follows: Caucasian whites, 450,003; white mixed—quadroons, 30,054; and mestizoes, 998,997; American Indian races—civilized, 301,000, and savage, 120,000; Ethiopian negro, 80,000; colored mixed—mulattoes, 283,000 and zamboes, 100,000.

The productive industry of New Granada has never been of sufficient importance to entitle the country to a high rank, though, with the exception of fine manufactured articles, it appears that the actual products have satisfied the demands of the people. Within a very few years, however, owing to the travel through Panama and other causes, all branches of business have been increased.

The northern provinces, situated east of the River Magdalena, are extensively engaged in the cultivation of coffee, sugar, and cotton. In the southern part of the Magdalena Valley, great quantities of tobacco, of the best quality, are now


NEW GRANADA
VENEZUELA
English, Dutch & French.
GUIANA
EQUADOR
Scale of miles
0 50 100 200 300 400
60 Long. W. from 55 Greenwich
West 3 Long. 2 7 East Long. 12 from Washington 17 22
CARRIBBEAN SEA
ATLANTIC OCEAN
WEST INDIES
HAYTI
Kingston
Jamaica
St. Domingo
Pto. Rico
St. Croix
Guadalupe
Dominica
Martinique
St. Lucia
St. Vincent
Barbadoes
Granada
Tobago
Trinidad
Mts. of the Orinoco
Georgetown
Cayenne
Ovapock
Pen. of Paraguana
Tortuga
Cumana
Barcelona
El Pao
Angostura
Caracas
Valencia
S. Cruz
Coro
los Puertos
Maracaybo
Mompox
Varinas
Remedios
Cartagena
Gulf of Darien
Panama
Nata
Antioquia
Tunjak
Mariquita
Cartago
STA. FE DE BOGOTA
BOYACA
S. Juan
R. Guaviare
R. Inirida
R. Tomo
R. Muro
R. Meta
R. Orinoco
Caycari
S. Borja
S. Fernando
Pacaraimo Mts.
R. Paraba
Mt. Baraima
Arinda
Seba
English
Dutch
French
Orana
Piribuku Mts.
Timana
Extensive Savannas
Popayan
Posto
S. Maria
QUITO
Concepcion
Chimborazo
Riobamba
Guayaquil
Guayaquil
Ona
Loja
Valladolid
Chim
Colan
Jaen
Cirta
Omagua
Oran
Loreto
Tabatinga
R. Jaravari
R. Putumayo or Ica
S. Juan
R. Issona
R. Tie
S. Carlos
R. Caupes
S. Barbara
R. Japura
R. Negro
S. Isabel
Carmo
R. Branco Parima
BRAZILIAN GUIANA
S. Maria
Marina
Moura
S. Antonio
Fatoria
R. Amazon
Barra
Obidos
Santarem
Pinuel
S. Cruz
Joanes I.
Para
Cameta
Rajao
S. Joao da Barra
R. Tapajos
R. Madeira
R. Purus
R. Coary
R. Hyuruba
R. Tefe
R. Hiutay
R. Apena
R. Gulaga
Ucale R.
GRAO PARA
Tocantins
R. Anapo
R. Chingua
R. Purus
R. Calcrony
R. Roth
PARAMARIBO
Mt. Baraima
Seba
Cayenne
Ovapock
NEW GRANADA
VENEZUELA
GUIANA
BRAZIL
EQUADOR
PERU

raised. In the llanos, towards the Orinoco, the people, who are mostly creoles, are occupied wholly with the rearing of cattle and horses. Generally, agriculture is best prosecuted by the converted Indians, who evince a decided predilection for these tranquil labors.

The manufactures are chiefly of a rough character, and the fine goods are imported from European countries and the United States.

The mineral productions of the country are varied and abundant. The celebrated gold and platina region is on the western declivity of the coast range of mountains, comprising an alluvial zone of from 30 to 40 m. broad. The gold-fields of the Provinces of Antioquia and of Ocaña are very rich, but their yield is much less than would be produced under proper management.

The internal improvements consist of the Panama Railroad and the Magdalena Canal. The former is of the highest importance, since it is now the main thoroughfare between the Atlantic and Pacific Oceans. The Panama R. R. Company was fully organized in 1849, and made partial surveys for the railroad in the early part of 1850. The work was commenced in December, 1850, and was steadily prosecuted until its completion in January, 1855. The entire route of 49 m. was first passed over on 28th January, 1855, and shortly afterward a great celebration was held in commemoration of the event. To the time of opening, the road had cost about $7,000,000, and it is continually subject to heavy expenses for repairs. A telegraph line along this route was opened on 12th August, 1855. The Magdalena Canal consists of the old Spanish Dique, or Canal, through a series of lakes, to the Magdalena River at Calamar, a little below Barranca, which has recently been improved by New York capitalists.

By the improvements just mentioned, the indirect foreign commerce of New Granada has been greatly extended. During 1855, the number of vessels which entered the ports of Aspinwall and Panama was as follows: At Aspinwall, 125 vessels, of 82,263 tonnage; at Panama, 32 vessels, of 49,200 tonnage; total, 157 vessels, of 131,463 tonnage.

The City of Bogota, or Santa Fé de Bogota, the capital, is situated on an elevated plain, 8,863 feet above the sea, and at the foot of two lofty mountains. Its plan is regular; its streets are paved, though narrow and dirty; and its public squares are numerous, spacious, and ornamented with fountains. Its churches are relatively very numerous, and are gorgeously adorned, and there are 9 monasteries and 3 nunneries, which are exceedingly wealthy. The academies and other literary institutions are of considerable importance. Since the city is liable to earthquakes, the houses are low, and strongly built of sun-dried brick. The environs are highly interesting. The city is traversed by the Rio Francisco, which unites with the Rio Bogota in the centre of the plain, and the united stream descends in south-west direction, through a ravine about 40 m. long; its cataract of Tequendama falls 900 ft. at a cleft in the rocks only 36 ft. wide. Estimated population, 42,000.

Carthagena is the principal seaport, and has an excellent land-locked harbor. It is built on a small sandy peninsula or island, connected with the continent by an artificial neck of land. Its suburb, called Xiximani, which is almost as large as the city itself, occupies an island, and is connected by a wooden bridge. Both are surrounded by strong fortifications, built in the modern style, and there is a fort on the main-land, upon a hill 150 ft. high, which commands both fortifications. To the east

of this hill there are several more elevated summits, which terminate in a mountainous elevation that is crowned by the buildings of a monastery. The climate is not healthy, and during the rainy season is excessively hot. The population of the city and suburbs is probably 25,000.

Popayan is situated in a fertile plain, near Cauca River, and was founded in 1537. It once had a large trade in the precious metals, but now its trade is chiefly in rural produce; its inhabitants are mostly mulattoes and other mixed races.

Panama is situated on a peninsular tongue of land, across which the streets extend from sea to sea. The bay is studded with islands, and among these, at a distance of some two or three leagues from the city, is the road where ships may anchor in safety. This bay is famous for the pearl-oyster, and the shoals near its islands formerly produced pearls as fine as could be procured in any part of the world. The city as it now stands dates from the rebuilding in 1784, having been nearly destroyed in that year by fire, as also at several times previous. The cathedral is a handsome edifice of stone, as are the churches, various convents, etc. Except in its relations to the railroad, the business of the city is not of much importance.

Aspinwall is the eastern terminus of the Panama R. R., and has been built up since 1850. Its harbor is very spacious, and of sufficient depth for the largest vessels. The railroad track extends down upon the wharf at which the steamships land, but the principal depot is at the centre of the town.

VENEZUELA

Extends from the shores of the Caribbean Sea, between New Granada on the west and British Guiana on the east, southward to the chain of the Parimé Mountains; but none of these boundaries are definitely marked. Its whole area is computed, according to the best authorities, at about 426,700 sq. m. The greater part of the country, and nearly two-thirds, consists of the llanos or grassy plains watered by the River Orinoco and its branches. These plains are generally barren in the dry season, but after the rains, they are covered with a rich carpet of grass; near the streams they are frequently bordered by dense forests, but elsewhere they are nearly destitute of trees. The levelness of these plains is wonderful, and it is well established that, in many sections, there is not an eminence a foot high in the course of a hundred miles. The Orinoco crosses Venezuela nearly through its centre; it is a very large river, and has many large tributaries; during the rainy season it completely inundates the plains through which it flows, presenting in some places an expanse of water from 80 to 90 m. wide. The mountainous sections do not at most embrace more than one-third of Venezuela. The main range, called the Coast Chain of Venezuela, is a continuation of the chain of Suma Paz; which extends over the Sierra de Merida, and terminates in an elevated table-land, on which the towns of Tocuyo and Barquisimeto are situated, at a height of from 1,900 to 2,200 ft. above sea-level. The mountain knot of Barquisimeto forms the eastern wall of a great circular depression, of which the Lake of Maracaybo is the centre. Silla de Caracas, in the northern chain, attains an elevation of 8,600 ft., and is the culminating point not only of the system of Venezuela, but of all the mountains east of the Andes. The Parime system comprises eight or nine ranges, the most northern of which are within the Venezuelan Province of Guiana.

The total population was reported in 1834 at 945,408, and in 1847 at 1,267,692. The people of European descent are not more than one-fourth of the whole, the colored mixed races are more than one-third, and the domesticated Indians are about one sixth. The independent Indians are said to number 50,000, and to be divided into at least 100 different tribes.

Agriculture is almost the exclusive employment of the people, but not more than one-third of the fertile territory has been brought under cultivation. The soil is generally rich, yielding in abundance all the products of the West Indies, besides many others. Cotton, coffee, sugar, and indigo are extensively raised, and, with cocoa, form the chief articles of export. The cacao-tree is now cultivated to a less extent than formerly; for quite a long period this was one of the regions most noted for its production; and in the early Spanish American colonies, chocolate was considered not as a luxury, but as a necessary article of sustenance. The plantain supplies the staple food of the majority of the population; the species are numerous, and some of them thrive at an elevation of 5,000 ft.; but lower down, the tree is more prolific. The shrub yuca is cultivated by the Indians; this yields a considerable quantity of farina, which is almost the only kind of meal used by them. Cattle are reared in great numbers, and a large proportion of the exports consists of hides, tallow, horns, etc.

The manufactures are unimportant, and the imports consist chiefly of cotton and linen goods, with hardware, wines, flour, and provisions.

The chief minerals are copper, coal, and salt. The principal copper mines are situated in the hills of San Felipe, about 70 m. west of Pto. Cabello, and are very productive. Coal occurs in many of the coast districts, but chiefly in Coro and on the margin of the Barcelona River. Immense salt deposits exist in the neighborhood of La Guayra, and the peninsula of Araya, situated north of Cumana, has always been celebrated for its salt-works. The early Spanish settlers derived considerable wealth from the gold-mines of Apa and Carapa, near the Tuy River, but these were rapidly exhausted. Rich ores of silver are said to exist in the Sierra Merida. The pearl fishery near the Island of Margarita has always been profitable, and formerly constituted the principal occupation of its inhabitants.

Caracas is the capital and metropolis, and formerly gave name to the whole country. It is situated 11 m. S. S. E. of the port of La Guayra, and between these towns there is a mountainous ridge, which has an elevation in its highest part of 5,160 ft. Caracas is 2,903 ft. above sea-level, and is built at the commencement of a fine plain or valley, though its site is an uneven ground with steep slope. Most of the city is well built; its streets are regular and paved; the houses are constructed of brick or earth, faced with stucco, often handsomely decorated, with terraced roofs; and there are several public squares. The cathedral is an extensive and costly edifice. During the greater part of the year the climate is delightful. Earthquake shocks are frequent; by that of 1812, the earth was upheaved, most of the houses were destroyed and between 10,000 and 12,000 persons were swallowed up, or perished amid the ruins. The population has much increased within a few years, and is now estimated at 60,000.

La Guayra is the port of Caracas and the principal port of the republic, and hence carries on an extensive trade. The harbor is not good, and is rather a roadstead than a haven. The town is

built on a flat space, only 900 ft. wide, and is closely surrounded by abrupt precipices; on the sea-side it is defended by a fort and several batteries. This is one of the hottest places in the world, and is yearly ravaged by the yellow fever. The population is generally about 8,000.

Valencia is finely situated on a fertile and beautiful plain, and covers a large area. Its position is peculiarly favorable for trade, and this forms the chief feature of its general business. Its port is Puerto Cabello, 20 m. distant, and most of the goods landed there and destined for the interior pass through the city. Puerto Cabello stands on an island, connected with the main-land by a bridge; it is unhealthy, but has a good harbor. Estimated population of Valencia, 18,000; of Puerto Cabello, 4,000.

Maracaybo is a fortified city and sea-port, on the west side of the entrance to Lake Maracaybo, from the gulf of the same name. Its site is a sandy tract, its houses are meanly built, its harbor is deep, but obstructed by a bar, and its trade with the interior is active. The population is much less than formerly, but probably amounts to 14,000.

ECUADOR

Extends from the Pacific to the meridian of 70° W., between the southern boundary of New Granada and the upper course of the Amazon River. Its general length, E. and W., is about 800 miles; its mean breadth is about 300 miles, and its aggregate area is computed at 287,870 square miles. The western part is traversed by the Andes, and for the most part in two ridges of colossal peaks, from 25 to 50 miles apart. North from the knot of Loxa, lat. 3° 30′ S., the system divides into two branches, enclosing the longitudinal valley of Cuenca, and again unites in the mountain-knot of Assuay, a trachytic group, 15,500 feet high, reaching nearly to the snow line. Farther north, the system again divides into two branches, which are not re-united within the limits of Ecuador; both chains are remarkable for their lofty summits, several of which are volcanoes; in the eastern, Cotopaxi, 18,880 feet high, Antisana, 19,137, Cayambe, 19,617; in the western, Chimborazo, 21,420 feet high, Pichincha and Cotocache, 15,930; and besides these are many others of great elevation, so that nowhere in the entire Cordillera of the Andes are there so many giant mountains assembled together. Between these ranges lies the Valley of Quito, 200 miles long by 30 wide, and 10,000 feet above sea-level. On both sides of the Andes the surface is low and sometimes level. The climate of the lofty table-lands is generally uniform and pleasant, while the low plains suffer from excess of both heat and moisture.

The actual number of the population has never been ascertained, and is variously estimated at from 600,000 to 900,000. The aboriginal red race form more than half of the whole; the whites are comparatively few; and the rest are mixed races and negroes.

All branches of industry are in a low condition, and are mainly carried on by the Indians. Wheat is the principal crop, though other grains are raised, with sugar-cane, cotton, and tobacco. Some of the manufactures of cotton are said to be very excellent. The only mines worked are those of iron and copper. Guayaquil is the only port, and this has considerable commerce; but otherwise the trade of Ecuador is not of much importance.

Quito, the capital, is also much the largest city

of Ecuador, and is said to contain 70,000 inhabitants. It is situated in a ravine, east of Mount Pichincha, is well built, and has several handsome squares. Some of its public buildings are handsome and of costly construction.

Cuenca ranks next to Quito in population, and has about 25,000 inhabitants; it stands in a wide plain, and is regularly laid out, though not well built; its vicinity contains much mineral wealth, and is noted for its many remains of Peruvian antiquities.

Guayaquil is situated at the head of the gulf of the same name, and has an excellent harbor, which is well defended, but its climate is very warm, and the marshes in its neighborhood render it quite unhealthy.

COLONIAL DIVISIONS OF GUIANA.

Guiana comprises the territory between the Orinoco and Amazon Rivers, and as far inland as the Casiquiare River or natural canal. It is divided into Brazilian Guiana, Venezuelan Guiana, and Colonial Guiana, but the first and second divisions constitute provinces of their respective countries, and the name of Guiana is now only applied to the third division. This consists of three colonial territories, viz: 1. British Guiana, also called Demerara, from its most populous district; 2. Dutch Guiana, or Surinam; and 3. French Guiana, or Cayenne. These colonies lie contiguous in the order in which they are here described, and the order also corresponds to their relative area and population.

BRITISH GUIANA

Is the most important division, and has an area of 101,896 square miles. Along the coast and from 10 to 40 miles inland the surface is but little elevated above the sea, and hence this section has been rendered cultivable only by dykes, dams, and sluices. Between the Demerara and the Corentyn River the country mainly consists of flat alluvial soil, formed by the detritus of rivers. These flat sections are terminated by a range of low sand-hills, the highest not exceeding 200 feet. Behind these hills the elevated land stretches out into level or undulating plains, amid which are some considerable eminences; and farther to the west and south are low mountainous ranges, which are densely wooded. Along the course of the Berbice River savannahs extend nearly to the sea-shore; and the course of this river is generally indicated by rows of trees, with here and there isolated groups like verdant islands, or oases in the middle of the desert, which in other places is only covered with grass. This is believed to be the site of the celebrated Lake of Parimé and the fabulous "El Dorado," the description of which forms so conspicuous an item in the history of the New World.

The population on 31st March, 1851, was 134,695, exclusive of 1,299 soldiers, etc., consisting of 30,141 urban population and 97,554 rural population. The classification as to origin was—European, 11,558; mixed, 14,754; East Indian, 7,670; Indian, 9,003; African, 91,710.

The chief products are sugar, molasses, rum, coffee, potatoes, plantains, bananas, etc. Cotton was once cultivated to a great extent, but this has

been abandoned. Forests cover a large proportion of the surface, and among these various dyeing woods and other vegetable productions are found. The mira-tree grows to an immense size, and its timber is said to be equal to the teak of the East Indies. Manufactures are almost unknown, supplies of all kinds being brought from England.

Georgetown, the capital and chief city, is built near the mouth of the Demerara River, on a low, swampy, and unhealthy site. The streets are broad, and intersect at right angles; most of them have canals in their centre, communicating with each other and the river, and crossed by a multitude of bridges. The houses are built on piles, several feet above the surface of the ground. Population in March, 1851, 25,508.

DUTCH GUIANA

Comprises the country between the Corentyn and Maroni Rivers, which is about 300 m. long, and from 230 to 280 wide, embracing an area of 59,614 sq. m. The general aspect of the country resembles that of British Guiana, its surface being flat and swampy on the coast, and rising towards the south; its soil generally fertile, and its climate warm and moist.

The population in 1853 amounted to 51,838, of which not more than one-eighth were whites, and the rest chiefly negroes. Classification by religion—Moravians, 19,419, Catholics, 7,340; Protestants, 5,400; Israelites, 684; Pagans, 18,995.

The staple product is sugar, and the exports of this article exceed all the rest combined. Other exports are molasses, cotton, and coffee. The trade is chiefly with Holland, though a considerable share is with the United States.

Paramaribo, the capital, is situated on the west bank of the Surinam River, about eight miles from its entrance into the ocean. Its plan is regular, and its streets are ornamented with rows of tamarind and orange trees. Fort Zeelandia, a little north of the town, is the residence of the Governor, and contains most of the Government establishments. The population is estimated at 20,000, consisting chiefly of blacks.

FRENCH GUIANA

Occupies the most easterly portion of Guiana, its coast extending from the Maroni River on the west to the Oyapok River on the east. The greatest length of this territory is about 280 m.; its greatest breadth about 220; and its entire area has been computed at 38,685 sq. m. The colony is divided into two districts—Cayenne and Sinnimari. The former comprises the Island of Cayenne, 30 m. in circumference, upon which is the town of the same name and the capital of the colony. The continental portion has a general resemblance to the other divisions of Guiana. The coast is low, consisting of a flat alluvial tract, of great fertility, in some places marshy and covered with thick forests of mangroves. The highlands in the interior are also fertile, their soil consisting of clay mixed with granitic sand. The principal streams are the Mana, Sinnimari, and Ouya or Oyak, and besides these there are several others of large volume.

The population is estimated at not far from 20,000. In 1852, it was somewhat increased by the transportation from France of a large number of persons who had fallen under the displeasure of Louis N. Bonaparte.

BRAZIL
BOLIVIA
LA PLATA
PARAGUAY
URUGUAY
CHILI
AND PART OF
PERU
Scale of miles
Long. West from Greenwich
Long. East from Washington
B R A Z I L
BOLIVIA
LA PLATA
PARAGUAY
URUGUAY
PATAGONIA
MATTO GROSSO
SAO PAULO
RIO GRANDE DO SUL
RIO JANEIRO
CHUQUISACA
ASSUNCION
BUENOS AYRES
MONTE VIDEO
SANTIAGO

The trade is mainly with France, and consists in exporting the products of sugar, cotton, coffee, and fruits, and in importing manufactured goods.

The town of Cayenne contains about 3,000 inhabitants. It is divided into two parts, the old and the new, between which is a large open space, planted with orange-trees, and both are built chiefly of wood. The amount of its exports yearly is about $4,000,000, and that of its imports about the same.

THE EMPIRE OF BRAZIL.

Brazil comprises nearly one-half of the entire continent. Its outline is extremely irregular; its extreme length, E. and W., is computed at 2,630 m.; its extreme breadth, N. and S., at 2,540 m.; and its entire area at 3,134,454 sq. m. The surface is divided into upland and lowland in nearly equal portions. The upland region comprises the mountainous districts and table-lands, embracing the eastern part of the empire. The mountains consist of a series of chains, nearly parallel, with a mean elevation of 3,837 ft., extending from north to south, and communicating with each other in various localities. The coast chain is continuous, but its S. W. half is called the Serro do Mar, or Coast Range, and the N. E. half is called Serra dos Orgaõs or Organ Mountains, from the resemblance of its peaks to the tubes of an organ; the former has a mean elevation of 3,200 ft., while the latter, though not generally higher, has a culminating point, Morro dos Canudos, 4,476 ft. high. The Serro do Espinhaço is connected with the coast chain by means of a lateral ridge, and extends northward, parallel to the coast, and at a distance of 160 m. from it, nearly to the parallel of Bahia; this comprises the highest summits in Brazil, which are situated to the north of Villa Rica (or Ouro Preto), viz: Itambe, 5,960 ft.; (this, however, is a somewhat isolated peak); Serra de Piedade, 5,830; Itacolumi, 5,750; Peak of Itabira, 5,180; and the Serras of Caraça, Ibilipoca, and Popagayo, form the so-called Backbone Ridge, which is the highest part of the system, and forms an important natural division. The great chains of the interior appear to be connected, and form a ridge between the parallels of 15° and 20°, the chief direction of which is from east to west, dividing the tributaries of the Parana and Paraguay Rivers which flow southward, from those of the long rivers flowing northward.

The Sertão, or table-land of Brazil, commences immediately within the coast range, and extends westward through the whole country. Its mean height may be reckoned at 2,600 ft. From this elevation it sinks gradually in the western regions, towards the River Madeira, where it terminates in low marshy plains. The greater part of these table-lands are covered with dense forests, not only along the banks of rivers, but also along their limiting mountain chains; and the vegetation is so dense that the country, in many places, can only be penetrated by sailing on the rivers: and it is owing to this fact that the immense plains of the Amazon, the Madeira, and the Rio Negro, have not yet been thoroughly explored. According to Baron Humboldt, the soil, enriched for ages by the spoils of the forest, consists of the richest mould. The heat is suffocating in the deep and dark recesses of these primeval forests, and the damp is so excessive, that at times the whole country is enveloped in dark-blue mist.

The aspect of the coast is very different in different sections. The tract lying north and west of the mouth of the Amazon consists principally of sandy plains of inconsiderable elevation. Below the Amazon the surface is very low and marshy, to about lat. 4° N., or near Cape St. Roque. From this point to Bahia, or about 400 m., the coast is of moderate height, nowhere rising above 30 ft., and is also destitute of harbors, excepting those formed by the mouths of the rivers. From Bahia, to about São João de Parahyba, or lat. 21° 45′ S., 650 m., the coast is generally low and level, with hardly any indentations. From lat. 21° 45′ to lat. 27° 30′ S., 700 m., the coast is elevated, and in part formed by the declivity of the coast range of mountains; at a distance it appears rugged and mountainous, but when more nearly approached, becomes highly picturesque, its hills being clothed with thick woods, and its valleys with perennial verdure. This part of the coast, the most rocky portion of which is between the granite promontory of Cape Frio and the Town of Santos, may be seen from sea at a distance of 55 m. From the Island of Santa Catharina to the River Tahim, 400 m., the coast is low, sandy, and intersected by the outlets of numerous lakes or lagoons, which skirt the shores throughout this whole extent. The entire coast-line is upwards of 3,700 m., and comprises few great indentations. The principal bays on the N. and N. E. coast are, Oyapok, Pinzon, St. José, and St. Marcus, and those on the S. E. coast are, All Saints or San Salvador, Rio Janeiro, and Ilha Grande. In other parts, smaller harbors are pretty numerous, many of them are good, and they are generally surrounded by flats.

The Amazon and its tributaries are estimated to drain an area of 2,275,000 sq. m. This river rises from several sources among the Andes, in the interior of Peru, and, passing within the boundaries of Brazil, flows in quite direct course, in slightly N. E. direction, to its entrance into the ocean, which is almost directly under the equator. It is generally considered that the most western branch is the parent stream, or first principal source; this is called the Upper or New Marañon, or Tunguragua; it rises in Lake Lauricocha, in lat. 10° 30′ S., and long. 76° 25′ W., flows N. W. to near lat. 6° S., and long. 79° W.; then bends to the N. E., and continues in easterly course, until it unites with the Ucayali, or Old Marañon. This latter stream is regarded by many as the parent Amazon; it is formed in lat. 9° 15′ S., and long. 72° 30′ W., by the Apurimac, (which rises in a small lake, in lat. 15° 38′ S., nearly 5° farther south than the other sources of the Amazon,) and by the Ucay, or Vilcamayu. The confluence of these two head-streams—Tunguragua and Ucayali—is near lat. 4° 25′ S., and long. 72° 30′ W.; and from this point there is no dispute about the Amazon. However, the river is frequently called the Solimoes, until it receives the Rio Negro, but not afterwards. The total length of the river, reckoning either or all of its head streams to a reasonable distance, is not far from 4,000 m. According to Lieut. Herndon, of the U. S. Navy, who explored the Amazon in 1852 by order of the U. S. Government, the river is navigable on the main stream to San Borja, about 3,000 m., for vessels of 5 or 6 ft. draught at low-water, on the Ucayali branch for 3,360 m. at high-water, and on the Huallaga branch, 2,815 m. Its breadth and volume steadily increases in its course, though its breadth somewhat varies in particular localities; at the mouth of the Jabary it is 1½ m. wide: opposite the mouth of the Japura it is from 4 to 5 m.; above Coary, 1 m.; at Gurupa, 10 m.;

and after receiving the Xingu, it has rather the appearance of a wide arm of the sea, than of a river. It enters the Atlantic by two mouths, enclosing the large Island of Marajo, or Joannes; the northern channel is usually called the Amazon, and is 96 m. wide at its mouth; the southern is called the Para (or Para River) and is 40 m. wide. So great is the volume and impetus of this mighty river, that its muddy waters affect the appearance of the sea for hundreds of miles. The rapidity of the current varies from 1 to 3·7 m. per hour, with a general average of about 2¼ m. The depth varies from 42 ft., at the mouth of the Huallaga, to 312 ft. in the Para branch. Tides affect the Amazon as far as Obidos, 400 m. from its mouth. During the rainy season the river overflows its banks, and submerges the country for hundreds of miles. The regions on either side are covered with dense and lofty forests, and Humboldt says, "if the name of primeval forest can be given to any forest on the face of the earth, none can claim it perhaps so strictly as those that fill the connected basin of the Orinoco and the Amazon." The great tributaries of the Amazon are—the Madeira, with a course of about 2,000 m., Rio Negro, 1,500, and the Tocantins, Xingu, Tapajos, Japura or Caqueta, and Ucayali, each of 1,000 or 1,200 m., besides many others, which would elsewhere be considered as great rivers, numbering in all perhaps 200. Exclusive of the Amazon Basin, there are numerous streams of much importance, of which three deserve special allusion. The Paranahyba is some 800 m. long; it is little interrupted by rapids, is navigable as far as its confluence with the Rio Balsas, and enters the sea by five shallow mouths. The São Francisco is 1,250 m. long; its navigation is impeded by the Fall of Paulo Affonzo, a series of magnificent cataracts, 160 m. from its mouth; but above this it is navigable 900 m. to the influx of the Rio das Velhas. The Parana drains a large part of Southern Brazil, receiving numerous tributaries on both sides.

The total population of Brazil is estimated according to the most recent and reliable returns at 6,073,000. About one-half are slaves, chiefly negroes, but including mixed races; one-sixth free mulattoes and free mestizoes; one-sixth Portuguese and creoles; one-twelfth converted Indians, and the remainder Europeans, independent Indians, etc. In this empire, unlike the Spanish and English colonies, there is hardly any political division of castes, and very few of those galling and degrading distinctions which have been made by all other nations in the management of their people. The mildness of the laws affecting the colored population is remarkable; amalgamation is tolerated, and is not at all unfrequent. The native Brazilians are reputed to be an inactive race, while the mulattoes are ingenious, and evince an aptitude for the mechanical arts. Persons of mixed blood of whites and Indians, who are elsewhere generally called the "mestizoes," are here called "mamalucoes;" domesticated Indians, "caboclos," and savage Indians "tapuyas." The latter are of a copper color, robust, and well made, but of short stature; they generally go naked, paint their skins, and are fond of ornamenting their heads with feathers. The slave population consists to a large extent of native Africans, though it is probable that more than half of the negroes were born in Brazil, and besides these there are many slave mulattoes and slave mestizoes. Brazil was formerly the most noted slave-market in the world. In September, 1850, the Government passed a law declaring the slave-trade to be piracy, and the effect of this course was

quickly evident. Portugal nominally abolished this trade in 1818, but its law was not carried into effect in Brazil (then under its rule), and the trade was considered legal until February, 1830. At that date, under the treaty with Great Britain, it was prohibited, but was conducted clandestinely until 1850, when the Government decided to completely annihilate it. Between 1840 and 1847, the number of slaves brought into Brazil was 149,300; in 1846 and 1847, about 50,000 in each year; in 1848, 60,000; in 1849, 54,000; in 1850, the number fell to 23,000; in 1851 the number was only 3,287, of which 1,006 were captured by the Brazilian cruisers, and declared free; and in 1852, it is said that only one slave vessel landed on the coast of Brazil. The value of slaves has consequently been steadily increasing for many years. Prior to 1830 slaves were sold at 120 milreas, or about $66 of American currency; from 1830 to 1850 they advanced to 400 milreas, or $220; and from 1850 they gradually advanced, aided by the decimation of 5 per cent. yearly, to 1,100 milreas, or $605, in 1853. Since then it is estimated that one-tenth have died (chiefly from cholera), as appears by a recent statement of the Minister of the Empire, and they are now reported to be worth 1,500 milreas, or $825 each. It was the low price of slaves prior to 1830 which stimulated the production of coffee, and caused prices to rule so low, which were from 1835 to 1840 not much more than half of the present prices.

The civilized population is limited to the sections of country bordering the coast, and thus only a very small fraction of the surface of the empire has been brought under cultivation. The soil of this region is generally very fertile and peculiarly adapted to the cultivation of coffee and sugar, in addition to numerous other products that require a warm climate. A great variety of food-plants grow spontaneously. In the northern part of the empire the farina of the manioc is almost the only kind of meal used. An acre of this plant is said to yield as much nutriment as six acres of wheat. It is a shrub of the family of the Euphorbiacæ; its fleshy roots yield a considerable quantity of farina, called manioc or cassava, and it grows among the mountains at an elevation of 3,200 feet.

Coffee is the great staple, and for several years the quantity raised in Brazil of this plant has been fully one-half (sometimes a larger proportion) of the total production in the world. The coffee-tree was first cultivated in Brazil in 1774 by a Franciscan friar, who raised a single tree in the garden of his convent. Its fruits were distributed among the chief planters of the vicinity, but they took little pains to cultivate it, and hence its progress was very slow. In 1808 the annual crop did not exceed 50,000 bags of 160 lbs. each, or 8,000,000 lbs. In 1820, the crop had increased to about 100,000 bags. The decrease of supply in the great markets of the world, by the desolation of St. Domingo, brought the price of coffee in London in the years 1817 and 1821 up to 148s. per cwt., or nearly 37½c. per lb. This great price stimulated the production in Brazil; in 1830, the crop had increased to 400,000 bags; in 1840, to 1,060,898; and in 1854, reached the astonishing amount of 2,500,000 bags, or 400,000,000 lbs. The production of all other countries in the same year was estimated at 316,000,000 lbs., making the total production of the world, 716,000,000 lbs. The production of 1855 was less, amounting in Brazil to 320,000,000; in other countries, to 287,000,000, or in all, 607,000,000 lbs. The

climate of Brazil is highly favorable to the cultivation of coffee, the trees yielding nearly double those of the West Indies. The coffee-growing districts of Brazil are divided into the Serra Abaixo (or below the mountains) and Serra Acima (above the mountains). The product of the former is about one-sixth of the whole crop in good years, but is much more uncertain than the Serra Acima, being more liable to injury from drought, which is said of late years to have been frequent. The quality is also inferior, and seldom shipped to the United States. The trees of Serra Acima bloom later than the former, and the crop is more uniform, enabling planters to gather a crop at a single picking, which is a great saving of labor. From this district cargoes are not generally obtained until August and September. Usually, the supplies remaining over of the old crop are sent to market before the planters clean out the new, and hence it is often as late as October and November before the bulk of the new crop is in market. It takes four or five years to mature coffee-trees after planting them before they will yield a crop of berries; hence, the sudden rise or fall in prices cannot so suddenly influence production, as is the case with annual crops from new plantations of cotton and sugar. At the present time, owing to the high price of slaves, new estates are not formed. The first importation of Brazil coffee into the United States was made in 1809, and consisted of a large cargo landed at Salem. During the fiscal year 1855 the amount of coffee imported into the United States from Brazil was 135,369,383 lbs., valued at $11,815,818; while the amount imported from all other countries was 55,394,876 lbs., valued at $4,948,441. In the fiscal year 1856, the quantity imported was larger, and as prices ruled high, the value was greater. It is estimated that the United States consume one-fourth of all the coffee brought into the markets of the world.

Since the cultivation of coffee monopolizes nearly all agricultural labor, few other products are raised extensively. The sugar-cane was formerly grown more widely than any other staple, and its production at the present time appears to be not only sufficient for the home consumption, but a considerable quantity is exported, besides large quantities of rum, etc. Other crops of some importance are, cotton, tobacco, rice, beans, and maize, and various fruits. Attempts have been made to cultivate the tea-plant, with the assistance of Chinese growers, and have resulted in producing a small quantity of fair quality; but the expense of cultivation is so great, that it cannot be prosecuted with advantage.

The vegetation throughout Brazil is characterized generally by the abundance of palms, and not less than a hundred species of these are natives to the country. The cocoa-nut palm attains a great size on the sea-shores. Besides the palms, the gigantic forests comprise a variety of trees, and are filled up with innumerable species of climbing plants, and dense undergrowth of reeds and shrubs. Some of the trees are cut down for exportation, particularly the rose-wood. Others are valuable as dye-woods, and for medicinal and chemical uses.

The pastures on the open plains are frequently of vast extent, and immense herds of wild cattle feed upon them. These are hunted to some extent for their hides and horns, which form part of the exports of the country.

Many varieties of fish are caught in great numbers in the Amazon and other rivers, and these constitute a principal part of the subsistence of the inhabitants of all classes.

The manufactures are not of much importance. Cotton, woolen, linen, silk, and other goods are obtained from the United States, Great Britain, France, etc., in exchange for coffee. Immense quantities of provisions, particularly flour, codfish, wines, ale, butter, are imported; also, the coals, cordage, candles, etc., etc. Within a few years, something has been done by the government in attempting to build up domestic manufactures.

The mineral wealth of Brazil was formerly of more account than it is at present. Among the earliest discovered regions was that of Jaragua, which in 1731, and afterwards, yielded rich gold-washings; but this had been nearly exhausted when it was found that gold was obtained more readily and abundantly from the auriferous sands. These sands have also been generally exhausted, though gold is yet sought in them with some success. But Brazil is most celebrated for its gems, especially its diamonds; which are chiefly explored in the beds of rivers by washing the soil. Upon their first discovery, a thousand ounces of diamonds were obtained, which powerfully affected the market. The largest known diamond was found in 1791, and weighed 138½ carats; another, valued at $200,000, was found in 1847. The topazes and emeralds are very fine, as well as the chrysoberyl, amethyst and quartz crystals. The mountains and the coast abound with granite, which prevails throughout an extent of 2,000 miles. The base of much of the table-land is formed of syenite, with granite, sandstone, clayslate, and limestone. The Province of Minas Geraes (which occupies the highest table-land, and is the most populous of the provinces,) is more celebrated for its mineral products than any other. Its capital, Ouro Preto, (or Villa Rica, so called until 1822, on account of the rich gold-mines in its vicinity) is the chief seat of the mining industry, and it is reported that valuable deposits have recently been discovered there. The gold mines are worked by English companies. Iron works have been erected in the neighborhood, and furnish many of the large castings used in the sugar-houses. Copper ores are stated to be abundant in some sections, and deposits of common salt and nitre occur.

The annual amount of the foreign commerce has been about the same in each year since 1850; and the nominal value of the imports is stated to exceed that of the exports. This may arise from unequal valuation. The United States imported from Brazil during the year ended June 30th, 1855, coffee valued at $11,815,818, and other Brazilian products valued at $3,403,117—total, $15,218,935; while its exports to Brazil were valued at $4,261.273, showing a balance against this country of $10,957,662; and there was about the same balance annually for several years. Great Britain's exports to Brazil, during 1854, amounted to $12,210.733; but there is less coffee sent to Great Britain than to the United States.

In 1853, the number and tonnage of vessels that entered the principal ports of Brazil were—Brazilian vessels, 2,078, of 222,360 tonnage; foreign vessels, 976, of 306,342 tonnage—total, 3,054 vessels, of 528,702 tonnage. The statistics of clearances are about the same.

As yet there are but few internal improvements that deserve particular description. However, there are a good many local public works of much importance in the principal cities. The first railroad was constructed in 1852, between Maua, opposite Rio Janeiro, and the suburb of Petropolis (containing residences of the Emperor and court), a distance of 10 miles. About the same time the building of another railroad was undertaken at

Pernambuco, designed to extend southward through that section. The Government's Naval force is steadily increasing. Steamers ply from Rio Janeiro to Liverpool and Southampton, to Buenos Ayres, etc.

Brazil contains two great cities, ten cities that have from 10,000 to 16,000 inhabitants, and many populous villages.

Rio de Janeiro is the largest and most important city in South America, and has been the capital of Brazil since the year 1808. It is situated on the west side of Rio Janeiro Bay, which is exceedingly magnificent, being surrounded with high hills and mountains, and studded with beautiful islands. On approaching the coast, the first conspicuous object is the Pão d'Assucar, or Sugar-Loaf Mtn., which rises 1,000 ft. above sea-level. Mt. Corcovado, 3½ m. W. by S. from the city, is 3,000 ft. high. Farther to the south-west, and about 10 m. from the city, is the Gavia, a more remarkable mountain, with a flat summit; the English call it Table Mountain, and the Portuguese call it Square Topsail, since it greatly resembles that article of rigging. Toward the north the view is terminated by the Organ Mts. The vicinity of no other city in the world surpasses this in the combination of grand and beautiful scenery, and at the same time possessing such commercial advantages. The city is built mainly on an oblong and elevated tongue of land, just within the narrow opening of the harbor, while the newer part is situated in the rear, on and between several hills. In both divisions the streets are narrow, poorly paved, and generally intersect at right angles. There are several public squares, one of which separates the old and new parts of the city. The buildings used for government purposes are spacious structures, built of brick, in plain style. The public hospital, near the entrance of the bay, is more noteworthy. There are about fifty churches, none of which are remarkable for their external architecture, but they are all splendidly ornamented in their interior. There are several convents and other religious establishments. The hospitals are generally creditable to the city. Some of the literary institutions are of high reputation. The national library contains 80,000 volumes, and many valuable manuscripts; and the principal museum has excellent cabinets, illustrating natural history. The city is supplied with water from springs of Mt. Corcovado by a grand aqueduct. Since 1853, the city has been lighted with gas. The pop. is about 300,000, and two-fifths are slaves.

Bahia, or São Salvador, the second city of Brazil, is situated on the east side of the entrance of All Saints Bay, immediately within Cape San Salvador, and about 800 m. N. N. E. of Rio Janeiro. Its site is elevated and hilly, and its appearance, when seen at a short distance from off the sea, is magnificent; one part towers above the other, and the whitened houses, with their red-tiled roofs, contrast finely with the rich foliage interspersed between. It is composed of two parts, the upper and lower. The lower, or shore town, consists of one narrow, badly-paved and dirty street, following the sinuosities of the shore, and in all about 4 m. long; its buildings are built of stone, and high, and those nearest the shore project into the sea. The upper town is larger and more agreeable, though of antique aspect, and contains the chief public buildings. Bahia is the seat of the only archbishopric in Brazil, and it is noted for the number and excellence of its churches, and for its convents. The suburbs are remarkably beautiful. The population is estimated at 120,000.

Maranhao is situated on the island of the same name, 290 m. E. by S. of Para. It is surrounded on the east by mountains, which form a kind of natural fortress, being crossed only by narrow passes; while on the north and south it is encircled by streams. Its site is uneven, but its plan is regular, and its area is extensive, since the houses are generally surrounded by gardens. The principal edifices are the Cathedral and Episcopal Palace, which are magnificent, and were built by the Jesuits. The trade with the interior and with foreign countries is very extensive. The population is between 30,000 and 35,000.

OTHER NATIONAL DIVISIONS.

Peru extends from lat. 3°35′ to 21°48′ S., between Ecuador and Chilé, with irregular breadth. The double Cordillera of the Andes traverses the country in N. E. and S. W. directions, forming three regions of the most diverse aspect. 1. The region between the Pacific Ocean and the Andes is from 50 to 100 m. wide; part of it is a low, sandy, barren plain, but the greater part is rugged, consisting of rocky hills, some of which are lofty. The only sections of this region that are available for cultivation are the transverse valleys. These are generally from 15 to 20 m. apart, though not more than 12 m. on the most favored portion of the coast. Towards the north, they are situated at greater distances from each other, and between Lambayeque and Schura there is a desert 90 m. long. 2. The mountain region comprises nearly half of the territory of Peru, and includes some of the highest elevations of the Andes. The mountain ridges are mainly parallel, enclosing very elevated and extensive table-land districts, called Las Sierras. In the northern part of Peru the Andes are divided into three chains; in the southern part, into two chains; the former are called the "Andes of Peru," since they are wholly within this country; the latter are called the "Peru-Bolivian Andes," from their being situated in both these republics. The "Andes of Peru" extend from lat. 5° to 15° S., and, as just mentioned, in three chains. The western chain is the highest, and extends nearly parallel with the coast line; between lat. 7° 30′ and 9° S. it presents the three high peaks of Huaylillas, Moyopata, and Pelagotos; the former is the only mountain along the whole coast, from Chimborazo, a distance of about 400 m., that reaches the line of perpetual snow. The central chain has a mean elevation of 10,000 ft.; in its lower part towards Piscuayana, it sends out two branches, one of which forms the celebrated Pongo (or waterfall) of Manseriche. The eastern chain does not apparently originate with the other two, but rises from lat. 5° 30′ S., and then extends parallel with the others, until in its lower part it curves S. S. E. to join them in the knots of Huanuco and Pasco. The plateau from which these mountain knots rise is more than 11,000 ft. above sea-level; and their highest summit is Nevado de la Viuda, 16,000 ft. above sea-level. On their north and south sides are the Alpine lakes of Lauricocha and Chinchacocha, in which one of the highest branches of the Amazon and the Rio Jauja originate. Below them the Andes are divided into two chains, which enclose a plateau about one-half less extensive than that

of Bolivia, and extend to the knot of Vilcanota, or Cuzco. This is the greatest mountain knot in the whole chain of the Andes; it is covered by perpetual snow at an elevation of 15,800 ft., and its summit is 17,825 ft. above sea-level. The table-land of Cuzco is about 150 m. long and 100 wide; it is rather a wide longitudinal valley, sinking rapidly towards the north. The western chain of the "Peru-Bolivian Andes" lies chiefly within Peru. It is called the Cordillera of the Coast, and the eastern chain is called the Cordillera Real. On an average, it is nearly 100 m. broad. Many of its peaks are very lofty, and since these are on the side nearest the sea, their western declivities are extremely shelving and steep, so that the traveler, in the course of a few hours, passes from the fruitful valleys on the shores of the Pacific to the desert regions of the Cordillera, at a height of more than 15,000 ft. On the east side of this Coast Cordillera, the declivity is less steep, since here it sinks into a valley, which is elevated 13,000 ft., and hence, from the highest passes, the descent is only 4,000 ft. to reach the valley of the Desaquadero, or the shores of Lake Titicaca. In the vicinity of Arequipa there are several grand peaks; the colossal nevado of Chuquibamba is an immense trachytic dome, 21,000 ft. high; below this are the nevados of Ambato and Corpuna; and Arequipa is overshadowed by three snow-capped summits of nearly equal height, or 20,300 ft. These are called Pichu-pichu, the volcano of Arequipa or Guagua-patina, and Chacani. The first and third of these mountains form two elongated serrated ridges, while the second presents a very regular volcanic cone, truncated at its summit. Between the parallels of 18° and 19° 20′ the Coast Cordillera attains a great elevation, and presents several snow-capped peaks, well known to navigators sailing from Arica to Cobija. The most northern group of these peaks consists of four majestic nevados, which may be seen from the valley of the Desaquadero on the one side, and from the shores of the Pacific on the other; the highest is Sahama, with an elevation of 22,350 ft.; the second is Gualatieri, 21,960. Other groups of this range present similar interesting features. 3. That region of Peru which lies east of the Andes is estimated to embrace more than one-third of the area of the whole country; it is part of the Basin of the Amazon, and is believed to consist of vast plains, interspersed with impenetrable forests. It has no general name, but is sometimes called La Tierra de los Indios Bravos (or land of the fierce Indians).

The principal rivers of Peru are the head-streams of the Amazon, and these rise at no great distance apart, on the table-land of Pasco. The Marañon issues from Lake Lauricocha; during the first part of its course, or for 150 m., it flows in a narrow rocky valley, and descends 10,000 ft.; thence it flows about 250 m. with a descent of 1,800 ft, to the Pongo of Rentema, and within this distance it is navigable by canoes and balsas (floats); from Rentema it floats N.E. and then E. for 150 m. until it descends the rapids, 7 m. long, at the Pongo of Manseriche; and below that point it is navigable by small vessels. The Huallaga rises in Lake Chiquiaboca; it first drains the highland between the middle and eastern mountain ranges; in the latter part of its course, it winds through marshy plains, and then unites with the Marañon. The Ucayali is formed by several large streams, and is larger than the Marañon, at the point of their confluence; it is navigable for a greater distance than either the Marañon or Huallaga, and its tributaries are also

believed to be navigable. Lake Titicaca is partly in Peru and partly in Bolivia. The streams along the Pacific coast are only of importance during the rainy season.

The total population of Peru in 1852 was reported at 2,179,165. About one-fourth of the inhabitants are white persons or creoles; one-half, Indians; and the rest are colored people of mixed breeds. The Indians descended from the Incas are chiefly in the highlands, and in some districts there are no other inhabitants. The negroes are mainly on the coast, and are less numerous than formerly.

Agriculture is in a low condition, and is chiefly attended to by the Indians. Maize is the common diet, potatoes are generally cultivated, and fruits are everywhere abundant. The coast districts produce sugar for exportation, and wine for the manufacture of brandy. Excellent tobacco is now generally cultivated, and a considerable amount of cotton is raised. Cattle and horses are reared only in the mountainous districts.

The mineral resources of Peru are of the highest celebrity. Silver, the staple product, is very widely distributed, and small mines of it are worked secretly in all parts of the country. The chief mines are those of Hualgayoc, near Micuipampa, Hualanca in Huamalies, Cerro de Pasco, Lucanas, and Huantajaya. The treasures contained in the Cerro de San Fernando, at Hualgayoc, were first discovered in 1771; there are now 1,400 bocaminas or pits opened in the hill, through which veins of silver extend in all directions. Cerro de Pasco is hardly inferior to Potosi in mineral wealth. The town stands at the height of 13,673 ft. above the sea; and the hill on which it is built is hollowed out so that a violent earthquake would quickly reduce it to a heap of ruins. Most of the bocaminas or mouths of the mines are within the houses of the miners in the town itself; and they are generally so shallow that not above 500 out of some thousand openings deserve the name of shafts. There are two very remarkable veins, which are about 400 ft. wide, and intersect at an angle of nearly 23 degrees; the one is stated to be 1 1-4 m. long, the other, 1 3-4 m. Mining is in a low state, for several reasons: because of the great height at which the mines are situated, the impossibility of conveying machinery to them on the backs of mules, the want of timber, the scarcity of provisions, etc. The actual product of silver is unknown; in 1846, the silver coinage of Peru was $4,842,821. The richest gold-mines are about Huaylas and Tarma, but gold is found throughout the mountain passes, and nearly all the rivers from the Andes bring down auriferous sands. The sands are washed by the Indians, and the annual product cannot be ascertained. In 1846, the gold coinage of Peru was $465,806. Quicksilver is abundant, and particularly at Huancavelica. Copper, lead, and iron are found in various localities. In the neighborhood of Iquique there are extensive deposits of salt, nitre, and nitrate of soda. The exports of the last named from Iquique, during 1830–50 amounted to 239,860 tons.

Communication with the interior is chiefly effected on the backs of mules through the passes in the Andes. Many of these are at great elevations; most of them are narrow, rugged, steep, and sometimes slippery and dangerous, passing through gorges, across yawning chasms, and up almost perpendicular rocks; in many places winding along the brinks of enormous precipices, where the pathway is so limited that it frequently becomes necessary to re-adjust the burden on the mule's back, lest the animal should lose its balance, and be precipitated into the chasm below.

A railroad, 7 m. long, connects Lima with Callao, its port; and another line, from Arica to Tacna, 40 m. long, is approaching completion.

A large trade is carried on with the Brazilian provinces on the Amazon, by means of the Huallaga River.

Hitherto, about two-thirds of the foreign commerce has been carried on with Great Britain. The most important article of export is specie. Next to this is the shipment of guano from the Chincha Islands. The total imports in 1851 amounted to $12,000,000.

Lima, the capital, is situated about 7 m. from its port, Callao, on both banks of the Rimac, which divide it into unequal portions. The larger division of the city is on the south bank, and is enclosed on all sides (except the river side) by a brick wall, 20 ft. high, having 9 gates. The smaller division, or suburb of San Lazaro, on the opposite bank, is backed by hills, having only two openings through them. These divisions are connected by a handsome stone bridge of six arches and 530 ft. long, which forms a favorite resort in the afternoon, at which time the mountain breezes are peculiarly agreeable. The plan of the city is regular; its streets average 34 ft. in width. The business section is in the vicinity of the Plaza Mayor, or grand square; each side of this square is 510 ft. long, and its centre contains a magnificent bronze fountain; two sides are occupied by the Portales or Piazzas, the most attractive places in Lima for a stranger. On the north side are the Palaces and Offices of the Government; on the east side, the Bishop's Palace and the Cathedral; on the west, the Senate House and Town Hall. The cathedral is richly decorated within, and beneath its grand altar lie the remains of Francisco Pizarro. The largest monastic establishment is the Convent of San Francisco; this occupies nearly seven acres, and is an elegant structure, though out of repair. There are about 70 places of worship, including those of the monasteries, etc. The University was the first established seat of education in the New World; it contains the national library of 20,000 volumes, and the museum, in which are collections of national antiquities and objects of natural history. Lima was founded in 1535 by Pizarro; its population in 1850 was 100,000.

BOLIVIA

Is bounded N. W. and N. by Peru, N. E. and E. by Brazil, and S. by the Argentine Confederation and Chile. Only a very small portion of its western frontier is bounded by the Pacific Ocean, the sea-coast measuring only 250 miles, and this maritime tract (which is wholly sterile, and forms part of the Desert of Atacama) is divided from the rest of the country by the stupendous Cordilleras. The entire area of Bolivia is about 475,816 sq. m. The Peru-Bolivian Andes, between lat. 15° and 21° S., are divided into two chains, of which the western chain, called the Cordillera of the Coast, lies chiefly within Peru, and has already been described. The eastern chain, called the Cordillera Real, lying chiefly in Bolivia, comprises the loftiest summits on the continent. From the point of junction of the two chains at the great mountain group of Vilcanota and the knot of Cuzco to Mt. Illimani (or from lat. 14° 30′ to 16° 39′ S.) the Bolivian Cordillera may be said to form an almost continuous line of snowy mountains. When seen from its western declivity, this Bolivian Cordillera presents a succession of sharp, rugged peaks, and serrated ridges; a configuration

which contrasts with the conical and bell-shaped summits of the Cordillera of the Coast, and results from their different geological composition. In lat. 15° 51′ 30″ rises the Nevado de Sorata, or Ancohuma of the aborigines, towering over the Indian town of the same name; it is the most elevated of all this snow-capped range, being 21,286 ft. above the level of the sea. In lat. 16° 30′ is the Nevado of La Mesada, 19,536 ft., towering over the Indian hamlet of Totoropampa; this is separated from Illimani by the deep valley of Totoropampa and Totoral, which forms one of the most frequented routes between La Paz and the province of Yungas, celebrated for its rich plantations of coca. The Nevado of Illimani is situated in lat. 16° 39′; its form is that of a serrated ridge, elongated in the direction of the axis of the chain upon which it rises, offering four principal peaks to the observer, when seen from its western side. From the City of La Paz, distant about 25 miles, it presents the imposing grandeur of Mont Blanc. The elevation of this giant of the Bolivian Cordillera is 21,150 ft., and the lowest glaciers on its northern declivity do not descend below 16,500 ft.

The Cordillera sends off to the east many lateral ridges, the most important of which is the Sierra Nevada de Cochabamba, between the parallels of lat. 17° 30′ and 22° S. The range, which has an elevation of about 17,300 ft., leaves the principal chain in about lat. 17° 30′; after bounding a rich valley of the same name, to the north, it forms the water-shed between the tributaries of the Rio Beni and the Mamore, and terminates near to the town of Santa Cruz de la Sierra.

The passes which traverse the Bolivian Cordillera, south of Illimani, are situated at elevations not exceeding 13,500 ft. In this portion of the chain, no part descends below this level, and the rivers that rise on its western side consequently empty themselves into the Desaguadero. Arrived, however, at the snowy portion of the range, a change takes place, and the torrents which there descend from either declivity empty themselves invariably into the affluents of the Amazon—those on the west side crossing the chain of the Bolivian Cordillera—hence the snowy Cordillera is traversed by many deep valleys, and offers many passes at elevations greatly inferior to what might, at first view, be expected from the excessive mean elevation of its highest summits.

The plateau of Bolivia, as the great longitudinal valley of Titacaca and Desaguadero may be called, is intersected by a series of detached elevations, in a direction from N. W. to S. E., connecting the western with the eastern Cordillera. This valley, bounded by the two ranges of the Andes, with their smoking cones and serrated ridges, is remarkable, not only for its magnificent scenery, but also for its great size and extraordinary height. The existence of a table-land, with an area of over 21,000 sq. m., and of which one-fourth or one-fifth is occupied by a lake, situated 12,846 ft. above the level of the sea, is a remarkable geological phenomenon. The interest is further increased by the fact, that this plateau is occupied by many rich cities with dense and civilized populations. Lake Titacaca probably has an area of 4,000 sq. m., but less than half belongs to Bolivia. Its islands and shores still exhibit monuments of ancient art—the ruined habitations and temples of a people long since perished.

The total population is unknown, but is variously estimated at from 1,000,000 to 1,600,000. Two-thirds belong to the aboriginal races, or else are white-mixed races; and these are divided into

cholos (in other countries called mestizoes), uniting European and Indian blood, and zamboes, uniting European and Ethiopian blood. Many of the native tribes are intelligent and industrious; some of them are engaged in pastoral occupations, and others in rude agriculture. The indigenous inhabitants of the Bolivian highlands, near Lake Titicaca, are the Aymaru; while to the north and east dwell the Quichua, with whom the former were united under the Incas. These two nations speak distinct though cognate languages.

The wonderful diversity in the elevation of the surface and in the character of the various soils, necessarily results in a corresponding diversity of productions. The valleys occupied by the Spanish settlers on the eastern slope of the Bolivian highlands produce abundantly all the grains and fruits of Europe. One of the peculiar products is the shrub, or tree, coca, which grows on the eastern declivities of the Andes, both of Bolivia and Peru, and is to the natives of both these countries what opium and betel are to the natives of Southern Asia. Its leaves have such an effect in allaying hunger and thirst, that those who use them can subsist for several days without any other nourishment. The Indians are generally accustomed to the constant use of these leaves, and the miners of Peru also use them extensively. When taken in excess they bring about deleterious effects, as opium does. Coffee is raised to some extent, and is of excellent quality. The slopes of the Bolivian Cordillera spread out into immense plains, which belong to the basins of the Amazon and the Paraguay. Their vegetation is luxuriant, but in great part consists of immense forests; but the maté, or Paraguay tea-plant, is extensively spread over them, and, with other products, the Indians find all their natural wants supplied.

Other industrial pursuits are nearly the same as in Peru. Some coarse cotton and woolen cloths are made. A good deal of leather is prepared, the numerous sheep and other animals supplying abundant materials.

The minerals of the country include gold, silver, mercury, tin, and copper. Gold is found in many of the streams that fall down the eastern side of the Cordillera, and in several places the washing of the gold sands is still carried on with profit. The silver region surrounding Potosi is of world-wide celebrity, but its mines are not now worked with success. The tin mines of Guanuni, in the department of Orura, are said to be very rich. Copper is found nearly pure at Corocoro and Huallamarca, both in the same department, though 120 miles asunder. Yet these mineral resources avail but little in a country so ill circumstanced as Bolivia in respect to means of communication; for neither the tin nor the copper, however easily obtained, can defray the expense of their carriage to the coast. Even the precious metals will not in all cases bear the cost of the laborious transit across the mountains upon the backs of mules or other beasts of burden, and wheeled vehicles are unknown.

The trade of Bolivia is nearly all internal and of small amount, since it labors under great disadvantages, owing to the mountainous nature of the country and the difficulty of communication between the sea-coast and the interior. Most of the foreign trade passes through the port of Arica, on the coast of Peru. Cobijo, or Port La Mar, is the only accessible and legal sea-port of Bolivia, but it is a place of very little importance.

Several of the cities are of large size.

Chuquisiaca, the capital, is situated on a small plateau above the banks of a small stream flowing

into the Cachimayo, and contains about 12,000 inhabitants. It presents a very agreeable appearance, containing many handsome edifices, with spacious and regular streets. Its prosperity is mainly owing to its being the seat of government. The houses are generally of two stories and well built. Most of the inhabitants are Indians, who speak the Quichua language. At this point immense treasures were formerly carried across the river on their way to Cuzco, the town of the Incas; hence from the terms *Choque saca* (*i. e.* "bridge of gold,") in the Quichua, the town is supposed to have derived its name.

La Paz (d'Ayacucho) is the largest and the most commercial city of the Republic. It is situated at a short distance from the S. E. shore of Lake Titicaca, having the Nevado of Illimani to the E. S. E. and the magnificent Sorata to the N. The extent of its trade is mainly owing to its position between Yungas and Arica. The most important business is in cinchona bark. The population is between 30,000 and 40,000. In the lake there is a small island of great celebrity in Indian tradition, since it is said to be the spot where Manco Capac, the first sovereign of Peru and the divinely-appointed lawgiver of the Peruvian race, was first entrusted with his sacred mission.

Potosi stands on the declivity of a mountain long celebrated for its silver mines, about 70 m. S. W. of Chuquisiaca. It is said to be the highest city in the world, being elevated 13,350 ft. above sea-level. Early in the seventeenth century it is said to have had from 100,000 to 150,000 inhabitants, but the mines are now of little value, and the population is reduced to about 14,000.

CHILE

Is a long and narrow country, situated on the west side of the Andes, south of the Desert of Atacama, which forms the most southern part of Bolivia. The southern limit of Chile is now commonly represented to extend to Cape Horn, since the government has claimed that portion of Patagonia west of the Andes. The government has already planted colonies within this territory, which has been constituted as part of the province of Chiloe. Including this region, the entire area of Chile is computed at 249,949 sq. m. A large portion of the surface is embraced in the slopes descending from the base of the Andes to the seashore. Some parts are ridges of hills, which diverge from the Andes and diminish in height and size as they approach the Pacific. There are also three ranges of hills, which, with varying height, extend parallel to the great Cordillera, thus forming extended valleys, which are more or less intersected by the ridges mentioned in the preceding sentence. The central or Andine valley is the widest and most fertile of all, and forms the fairest portion of the Republic. The rivers have short courses, but some of them are of considerable value, being navigable by small vessels. The Biobio, the largest of all, is about 200 m. long, and may be ascended by small craft for 100 m., but it is too shallow for large vessels to enter. The Maule is navigable about 20 m. for barges, and may be entered by vessels of 7 ft. draught. The lakes are few and small; the principal ones of fresh water are, Villarica, Ranco, and Aculeo; and of salt water, Bucalemu, Cahuil, Buchuquen, and Bolleruca. Most of the bays on the coast are small, and commerce suffers much from want of good harbors. Concepcion Bay is about 5

miles across, and has an entrance on either side of Quiriquino Island; it receives the Biobio River, and generally affords good anchorage; and its principal port, Talcahuano, is one of the best in Chilé. Valparaiso is the chief port of the country, but its harbor is open to the northern winds, and is unsafe.

The Andes of Chilé extend in a single chain, and near due N. and S.; their mean elevation is about 12,000 ft., but the highest summits, which are jagged peaks, rise to much greater elevations. In lat. 32° 39′, and seen from Valparaiso, is the Peak of Aconcagua, which is, according to Capt. Beechey's observations, the loftiest peak in South America, surpassing Sorata and Illimani. Towering over the City of Santiago is the Nevado of Tupungato. Although every snowy peak has been called a volcano, it appears, from the most recent observations, that there are not more than three active volcanic vents in the southern prolongation of the Chilean Andes—viz: the volcanoes of Maypu, Antuco, and Osorno. Peteroa is memorable for its eruption in 1762.

The Patagonian Andes rise to a height of from 3,000 to 8,000 ft. above sea-level. They are thickly wooded, and their precipitous summits are covered with perpetual snow, from which glaciers descend almost to the sea-shore. Among the chief of these snowy mountains are the Nevadoes of Maca, in lat. 45° S.; Melimoyu, 7,400 ft. high; Yanteles, 8,030 ft.; Corcobado, 7,510; Minchinmadom, 8,000; and Yate, or Llebecan, in lat. 41° 45′. The coast between the base of the mountains and the Pacific is studded with a succession of islands or archipelagoes, covered with dense forests, and separated from each other by narrow gulfs, similar to the fiords of Norway.

The population of Chilé in April, 1854, according to the enumeration then made, was 1,439,120, consisting of 712,932 males, and 726,188 females. It is estimated, however, that the whole population is really not less than 1,600,000, no good census having ever been made, because, among other reasons, that the old people and people of the interior fear that they are intended to establish new and direct taxes. The people are, for the most part, of Spanish, or of mixed Spanish and Indian, descent. The whites are more intelligent and enterprising than the same class of people of Spanish descent in the other South American States, as is evinced by the greater material prosperity of Chilé, and the less frequent political revolutions. The Indians of pure blood are not numerous, and are only found to the southward of the Biobio River, where they form the sole inhabitants of the province of Arauco. The Araucanians are a bold and warlike race, and have maintained their independence of Spanish rule; although their province is nominally under Chilean sway, yet they are under a government of their own. They excel in weaving, in making pottery, and they are every way more civilized than the wandering Indians. Slavery was abolished in Chile in 1818.

The most productive districts are in the south. In the northern districts maize is extensively raised, and this is the staple grain crop. The south is more favorable to wheat and barley. Potatoes are raised in great quantities, particularly in the north. Many varieties of beans are grown abundantly, and furnish the laboring classes with wholesome, cheap food, preferred by them to beef. Fruits are easily raised. On the large farms there are great herds of black cattle. Fish and shell-fish abound in the waters and on the shores of Chilœ.

The manufactures are not of great importance, and advancement in this respect in restrained by the immense importation of manufactured goods from Great Britain and other countries. The principal classes of articles that are made, consist of earthenware jars, hempen cloths, cordage, soap, leather, and brandy.

Chilé is rich in minerals, particularly its northern portion. On the southern boundary of the Desert of Atacama, are found in every direction the purest veins of silver ore, besides copper, lead, iron, bismuth, cobalt, antimony, and quicksilver. The two great mining districts are Los Tres Pantos, 90 m. N. N. E. of Copiapo, and Chañarcillo. 48 m. S. of the same town. In 1851, the exports of silver in bars and ingots from Caldera, the port of Copiapo, amounted to 3,030,874 oz., and in ores of different degrees of purity from 8 to 73 per cent., 2,312,839 lbs. The export of metals of all kinds from the Copiapo district, in 1853. was estimated to be of the value of $10.000,000. The metals are, for the most part, exported in their ores, because there is not sufficient fuel to melt them. Copper is the most abundant ore, and this is frequently combined with silver and gold. There are large deposits of bituminous coal near Talcahuano, but it is sulphurous, and has not been extensively mined, though it is used by the British and other steamers when their supply is short.

The foreign commerce is superior in amount to that of any other country on the west coast of South America, and is rapidly increasing. Besides the silver and copper, the principal articles exported are hides, wheat, wool, and hemp. The metals and hides are chiefly sent to Europe, especially to Great Britain, from which Chilé imports cotton and woolen goods, hardware, etc. Wheat, flour, jerked beef, and fruits are exported to Peru, Ecuador, etc.

Santiago is the capital and largest city, containing more than 80,000 inhabitants. It is situated in a delightful valley, near the base of the Andes, at an elevation of about 2,000 ft. above sea-level. The Mapacho, a rapid stream issuing from the mountains, divides it into unequal parts, connected by a substantial stone bridge, the principal part being on its north or right bank. It has many handsome buildings, though most of them are but one story high, as a precaution against earthquakes. The Moneda, or Mint, is the finest edifice, and higher than any other; it is of very large size, of a quadrangular form, and was built at immense cost at an early period; part of it is now used as a palace for the President, and contains the offices of the departments of the government. The Archiepiscopal Cathedral, built entirely of stone, a coarse kind of porphyry, is a capacious edifice, somewhat injured by earthquakes. There are numerous churches and convents of friars and nuns. Education receives the general attention of the people, and especially of the wealthy citizens. The National Library contains upwards of 21,000 vols., besides numerous ancient and valuable manuscripts. The people are remarkably kind and hospitable to strangers. There are but two hotels in the city, and these inferior. Travelers are lodged and entertained at their friends' houses. There are several delightful public walks, which are favorite resorts of the inhabitants. The vicinity is very well cultivated, and is chiefly made up of small farms belonging to the wealthy, who resort thither during the summer months.

Valparaiso is the chief sea-port of Chilé and the most important on the whole western coast of South America. Its bay is of semi-circular

form, sheltered on each side, except the north, and thus the shipping, during the prevalence of northern winds in the winter season, frequently receives much damage. The city extends around the bay, and covers a large area. Few of the houses are handsome, and none of the public buildings are worthy of comment, except the Custom House, which has an extensive façade surmounted by a tower of elegant design. The theatre is one of the best in South America, and is generally well attended. There is no public library or scientific institution, nor are the inhabitants much given to reading or study. The foreigners are numerous and influential, since they have the principal houses of business. Many of the artizans are European. The English are the most numerous, then the Germans, French, and Americans. The railroad from Valparaiso to Santiago is a work of great magnitude, destined to be of the highest benefit to the city and the region through which it passes.

PARAGUAY.

Paraguay is comprised between the Rivers Paraguay and Parana, from their junction in lat. 27° to an undefined boundary in about lat. 17° S. According to the best maps, the dividing watershed approaches much nearer to the Parana than to the Paraguay, being represented as extending nearly coincident with the meridian of long. 56° W. In its general aspect, the surface has been compared to a chess-board, from its being so checkered here and there with beautiful pastures and magnificent forests. The country is intersected by many streams, flowing to the Paraguay, all of which are navigable from 10 to 50 leagues. The River Tibicuari, in the south, is the most important: it is navigable for steamboats of light draught for 80 leagues, and its banks are thickly populated throughout its whole extent. The River Paraguay is of great volume, quite wide, and is one of the most perfect for navigable purposes of any in the world. From its first sources, in lat. 13° S., it increases rapidly and majestically. Its position and navigable facilities are of the utmost importance in reference to the different countries which are situated on either side of its banks. The Parana rises in the western slope of the highlands near the sea-board, N. W. of Rio de Janeiro. Its navigation is said to be interrupted in only one place, viz: at lat. 23° 40′ N. Here, according to rumor, for the locality has not been visited by white men, the river flows for 36 leagues through a narrow gorge, which it has burst through the chain of mountains called Sierra de Maracay.

The population is variously estimated at from 600,000 to 1,200,000. The principal class of inhabitants are chiefly the descendants of those who originally came from the north of Spain. The upper classes have ever been more regardful of their blood than in any other part of Spanish or Portuguese America. They are brave, stout, and healthy, hospitable and simple-hearted in the ordinary relations of life, and very intelligent and keen in business affairs. Caste is here carried to a great extent, and the whites maintain a very strong aversion to the natives. Of the aboriginal tribes, the most numerous are the Guaranis, who inhabit the plains of El Gran Chaco, on the west side of the Paraguay.

The objects of agriculture include the greater part of the most valuable products of both the tropical and temperate zones. Upon the fertile alluvial banks of so many large streams, sugar-

cane, cotton, tobacco of a superior quality, rice, mandioca, Indian corn, and a thousand other productions vegetate with profusion. Upon the hills, the celebrated "yerba matte," or Paraguay tea, which is the exclusive beverage of one-half of the people on the continent, has only to be gathered. The plant grows to the height of about 1½ ft., and has slender branches, with leaves resembling those of senna. The large plains feed immense herds of cattle, which are slaughtered chiefly for their tallow, hides, and horns, as articles of export; and great quantities of these are lost on the plains for want of transportation.

The vegetable kingdom presents the richest attractions, not only to the professional botanist, but also to the class engaged in gathering its products as articles of merchandise. Medicinal herbs abound in the greatest profusion. Of dye-stuffs there is an immense variety. Many of the forest trees yield valuable gum, not yet familiar to commerce or medicine, and they comprise some of the most delicious perfumes and incense that can be imagined. The seringa, or rubber-tree, the product of which is now almost a monopoly with Pará, and also the palo santo, which produces the gum guiacum, crowd the forests. The varieties of trees, furnishing timber, are about sixty in number.

Foreign commerce was almost unknown, until very recently, From 1812 to 1840, the country was ruled by Jose G. R. Francia, the dictator, and was firmly closed against all foreigners. Upon his death, in 1840, the plan of the government was changed, with the view of having extended commercial intercourse. This project, however, was defeated by Rosas, the dictator of the Argentine Republic, who refused to allow the Paraguayan vessels to pass to the ocean by way of the Parana River, their only natural highway. After the defeat of Rosas, a more liberal policy prevailed, and in Oct., 1852, the navigation of the La Plata, Parana, and Uruguay was declared free to all foreign vessels under 120 tons register.

Assumption, (Asunçion,) the capital, is situated on the River Paraguay, nearly opposite the mouth of the Pilcomayo. It was founded in 1835 by a colony of Spaniards, and from its advantageous position it became in a few years a city of some importance. Its appearance was much improved during the rule of the dictator Francia. The houses are generally built of brick, one story high, and covered with tiles. The population is about 12,000.

The number of Indian villages and missions is large. The number of inhabitants in each is seldom less than 600, and often exceeds 2,000. The villages generally consist of stone or mud houses, covered with tiles, and have a large square in the centre, in which is the priest's house and a church.

URUGUAY

Is situated east of the Uruguay River, between the north bank of the La Plata and the Brazilian frontier, comprising a compact territory of about 104,000 sq. m. The surface is for the most part a vast undulating plain, generally flat towards the Uruguay, the La Plata, and the sea-coast, but broken in the interior by several ridges of moderate elevations. The Uruguay River, in forming the western boundary, has a course of about 400 miles in the direction of S. by W. In lat. 34° S. it unites with the Parana in forming the Rio de la Plata. Its whole course is about 800 miles. It is navigated by sailing barks up to a great fall, 40 m. below the Ibicui; after the fall is passed, large canoes ascend as far as the confluence of the Pelotas, and small canoes almost to the sources both of this affluent and of the main stream. Its largest tributary from the Republic of Uruguay is the Rio Negro, which, rising on the N. E. frontier in the Sierra Tecla, flows S. W. to its confluence with the great river, at a point 50 m. above the mouth of the latter. Other large tributaries are, the Queguay, Dayman, Arroyo, Arapey, and Cuareim; and besides these are very many small affluents. The San Lucia and San José unite their streams and empty into the Rio de la Plata, west of Montevideo. The large Lake of Merim, situated in the N. E. part of the Atlantic coast section and partly in Brazil, forms the most important hydrographical feature of the country, after the rivers. Its principal feeders are the River Cebollati with its numerous affluents, and the River Yaguaron.

The population is estimated at 250,000.

Agriculture is in the lowest condition, and no more produce is raised than is required for home consumption. Wheat, maize, beans, and melons are produced, and the country is adapted to the culture of most of the fruits of the temperate climates. Natural pastures are very extensive and luxuriant. The extensive plains, covered with rich turf, and almost destitute of trees, seem admirably adapted to agriculture, but remain for the most part in a state of nature, and are roamed over by immense herds of horses and cattle. These form the chief sources of wealth to the inhabitants, supplying large exports of hides, skins, hair, horns, jerked beef, and tallow. The banks of the River Uruguay are fertile, but ill cultivated; the principal products are cotton and maté, and considerable numbers of cattle are reared.

The mineral resources have not yet been found to be of much importance. The elevated ridges which form the watersheds of the important streams, are said to be composed of clay, slate, gneiss, and granite.

The foreign trade is wholly carried on from Montevideo. In 1848 the value of exports amounted to $5,573,218, of which hides stood for $4,124,203. In 1854 the exports to the United States were valued at $457,179, and the imports from the United States at $512,957. The opening of the Rio de la Plata to the commerce of the world will materially increase the prosperity of the country.

Montevideo, the capital, is situated on a peninsula on the north shore of the La Plata. It stands upon a gentle elevation, and is surrounded by a strong wall, mounted with guns, and further defended by a citadel or castle, of indifferent construction, with bulwarks and batteries. Its harbor forms a circular basin, which opens to the south-west, and on its opposite side is a hill or mountain from which the city derives its name.

It is pretty regularly built, in the form of an amphitheatre, but has no buildings of importance, except a cathedral, castle, and the governor's residence. It is ill supplied with water. The heat of summer is oppressive, and storms are frequent. The climate is generally damp.

BUENOS AYRES.

This Republic was formerly the chief of the provinces composing the Argentine Confederation, but in the year 1853 it separated itself from them, and this separation was confirmed by treaty in Dec., 1854. Though not well defined, it is commonly understood that the southern boundary is formed by the Rio Negro. The western boundary has a general parallelism with the coast-line, commencing at Fort Encarnaçion, in lat. 39° S. and long. 66° W., and extending towards the north-east. The country consists generally of one vast expanse of level or slightly undulating surface, known as the Pampas of Buenos Ayres, a large portion of which has a fertile soil for culture or pasturage. Real cultivation is almost unknown. Grain, vegetables, and fruit are every way adapted to the soil and climate, and with proper industry might be produced in great abundance. The rich pastures of the pampas are covered with long, tufted, luxuriant grass, intermixed with brilliant flowers, affording an inexhaustible subsistence to immense herds of cattle and horses. The pampas are, for the most part, elevated and dry, though traversed by many sluggish rivers; they are skirted by immense forests, which give shelter to numerous species of wild animals, and they are inhabited by the Guachos and other scattered Indian tribes, who, possessed of abundance of wild horses and horned cattle, roam over the country in a state of savage independence. The southern and less favored parts are sandy, with patches of saline plants, stunted trees, and numerous salines. There are many salt pools and lakes, of various dimensions, scattered over the country; in these salt is formed with extraordinary rapidity in dry weather, and is beautifully white and finely crystalized, requiring little or no purification before being carried to market. The south part contains some elevated ridges, which are sometimes called mountainous, as the Sierra del Vulcan and Sierra Vèntana, which are the highest. In the north part the climate is warm, the mean summer heat being 90° Fahr., and in the colder season ice is very seldom formed. The north winds prevailing here have the character of the Sirocco of Italy; the south-west winds, or pampêros, are hurricanes accompanied with thunder. In the southern region the climate is colder and probably more healthy. Throughout both districts there is generally sufficient rain, but occasionally there are years of excessive and destructive droughts.

The population is unknown, and is variously estimated from 200,000 to 400,0000.

Agriculture is in a low condition, but there has been some improvement within the last generation. Formerly, the cultivation of the soil was so neglected that grain was required from abroad; but, at present, wheat is exported to some extent. Cattle and their produce are the chief sources of wealth and the principal exports.

The trade of the State is mainly carried on through the City of Buenos Ayres. This is much less than it would be if that port was possessed of a safe and commodious harbor. Large vessels, drawing above 12 ft. of water, cannot come nearer than 5 or 6 miles; vessels of less draught generally go into the inner roads, and anchor about 1½ miles

from the city. The surf on the beach is very heavy when the wind blows from the south-east, another danger arises from the pamperos, sudden and violent gusts of wind, which sweep across the pampas from the Andes with tremendous fury.

The City of Buenos Ayres is situated about 150 miles from the open ocean. It covers an area about 3 miles long by 2½ miles wide, and is very regularly laid out. The streets are commonly paved with granite. Almost all the houses are but one story in height, flat-roofed, and built around court-yards. The windows of the houses towards the streets are generally but two in number, having an iron grating, called rēja, which gives them a gloomy and prison-like appearance. The houses erected by the foreign residents are built in the European style, and are often three stories high. The city is laid out in squares of 150 yds. each, and each manzana, or district of four squares, is under the jurisdiction of an alcalde. The principal square, or Plaza de la Victoria, contains the public military offices, and a monument erected in honor of South American Independence; it is surrounded by numerous handsome buildings, among which are the Cathedral, a very large and rich edifice, the Bishop's Palace, the Hall of Justice, Police Office, etc There are 4 convents, 15 parish churches, and several churches for foreigners. The city is poorly supplied with water and fuel, but food is very cheap. The environs of the city for about three miles are very beautiful, comprising well-cultivated fields and numerous country residences, which are surrounded by gardens. The population in 1854 was about 85,000, of which one-fifth were foreigners, chiefly English, French, and American.

ARGENTINE CONFEDERATION.

This association of States, or rather of provinces, constitutes a general confederacy, but the bonds of union are little more than nominal. The Confederation is bounded N. by Bolivia; E. by Paraguay, Brazil, Uruguay, and Buenos Ayres; S. by Buenos Ayres and Patagonia; and W. by the Cordillera of the Andes. Most of the surface is an immense plain, covered with forests and open pastures, sloping gently in S. E. direction toward the Atlantic Ocean. However, there are several secondary mountain chains, which leave the great Cordillera of the Andes, and extend for 300 or 400 miles into the plains. The most important of these are, the Sierra de Cordova, between lat. 31° 33′ S., extending in the direction of the Pampas to long. 62° 55′ W., and the Sierra de Salta and Jujuy, which attains its greatest breadth under lat. 24° S., and extends gradually from the valley of Catamarca and San Miguel del Tucuman, towards the Rio Vermejo, in long. 62° 55′ W. The southern part of this vast region includes the vast levels of the Pampas, which have already been described. In the central southern part there is an extensive tract, known as the Desert of Las Salinas, in which the soil is sandy, and covered with a saline efflorescence; the rivers have here no outlets, and lose themselves in salt-water lakes or marshes. The large salt lake called Urre Lauquen, ("bitter lake,)" is about 30 miles long and 15 broad. It is situated about 450 miles S. W. by W. from Buenos Ayres, and that city formerly obtained from this lake its annual supplies of salt before its port was thrown open to foreigners.

ISLANDS OF THE WESTERN HEMISPHERE.

It cannot be expected that the numerous islands which might be literally classed under this head, will all be noticed: only those regarded as of the greatest importance, geographically and commercially, will claim our attention.

Azores, or Western Isles, a group of nine islands in the N. Atlantic Ocean, between lat. 36° 57′ and 39° 45′ N. and long. 24° 55′ and 31° 15′ W. They were discovered in 1439 by Vanderberg, a merchant of Bruges, (receiving their name from the number of hawks found among them,) and were colonized by the Europeans in the 15th century. They range from E. to W., and consist of Fayal, Flores, Corvo, Graciôsa, St. George, St. Mary, St. Michael, Pico, and Terceira. The climate is generally healthful and temperate, and the soil fertile, abounding in corn, grapes, oranges, lemons, and other fruits. Cattle, sheep, and hogs are raised in abundance, but no poisonous animal is to be found in the islands. They form a colonial government, of which Angra, in Terceira, is the capital, but not the largest town. The inhabitants are mostly a mixture of Portuguese and negroes. Fayal is in lat. 38° 30′ 12″ N. and long. 28° 41′ W., and has an area of about 37 sq. m., with a population of 22,000. On its S. E. side is a fine bay, which makes it more frequented than any of the group, except St. Michael; and in its centre is a mountain 3,000 ft. high.—Corvo, the most northern and smallest, (about 6 m. long and 3 broad,) is in lat. 39° 41′ 41″ N. There is a high mountain at each extremity and a hollow in the centre, which gives it the appearance of a saddle. The climate is highly salubrious, and the soil very fertile, but the inhabitants (about 900) are idle and ignorant, and of course poor.—Graciôsa is 20 m. long and 6 broad, with a population of 3,000. Corn, wine, flax, hemp, and fruits are successfully cultivated. Principal town, Santa Cruz.—St. Michael, the largest of the group, is in lat. 37° 44′ N., long. 25° 30′ W., and has an area of 224 sq. m. Its surface is mostly mountainous, the Agoa del Pâo, in its centre, being 3,060 ft.; but the soil, although volcanic, is productive, and maize, wheat, beans, wine, and oranges yield plentifully—particularly the latter, of which from 90,000 to 100,000 boxes are exported annually. Manufactures are confined to druggets and coarse pottery—articles of clothing being principally imported from Great Britain. The coast is studded with towns and villages, of which the chief are Ponta del Gada, Alagoa, Villa Franca, and Morro das Capellas. Population about 81,000.—Flores, the most W., is in lat. 39° 25′ N., long. 31° 12′ W., and has a mountainous, but fertile surface, with a population of 9,000. The products comprise wheat, rye, yams, fruits, cedar-wood, archil, and some manufactured woolen goods. Principal towns, Santa Cruz and Lagens.—Terceira is in lat. 38° 30′ N., long. 27° 10′ W., and is 70 m. long, with an average breadth of 13 m. The soil, consisting of decomposed lava and other volcanic matters, possesses the greatest natural fertility, and heavy crops of yams, grain, and pulse of all sorts are raised. Fruit of exquisite flavor is very abundant, and one-fifth of the lemons and oranges exported from the Azores are here produced. Neither the minerals nor the manufactures are worthy of notice, and the inhabitants

(about 40,000) are remarkable for little else than licentiousness. The capital is Angra, which gives its name to a department including the islands of Terceira, St. George, and Graciosa.—St. George is in lat. of S. E. point 38° 32′ 5″ N., long. 27° 46′ W., about 29 m. long, and 5 broad. Soil fertile, affording good pastures and extensive woods. Pop. 4,000. Principal town, Villa de Velhas.—Pico has a volcanic peak 7,613 feet high in lat. 38° 28′ N., long. 28° 25′ W., and an area of 254 sq. m. Pop. 36,000. The surface is covered with lava; the cultivation of the vine and fishing are the chief branches of industry, provisions being mostly imported. Principal towns, Lagos, Magdalena, and San Roco.—St. Mary is an island of no consequence, and of which but little is known.

Bermudas (or Somers) Islands are a group in the N. Atlantic, belonging to Great Britain, situated between lat. 32° 14′ and 32° 25′ N., and long. 64° 38′ and 64° 52′ W. Although 365 in number, they occupy a space of only 18 m. by 6. In climate, elevation, and general aspect, they much resemble the West India Islands, but the soil is not so fertile, being now much exhausted, yet fruits, vegetables, and arrow-root are produced in abundance. The largest harbor is that of St. George's, a beautiful bay, but of difficult ingress and egress, from the narrowness of its entrance. It is strongly fortified, and generally garrisoned. The government consists of a legislative assembly, council, and governor. Hamilton, on Bermuda or Long Island, is the capital. In the islands there are 9 churches, 5 chapels for dissenters, 24 public or free schools, and 25 private schools. The population is estimated at from 10,000 to 12,000, whose principal employment is building vessels, generally of cedar—small, swift, and durable. An establishment for convicts has been established here by the British government, and in 1848, their number amounted to 1750. Neither springs nor fresh water streams have been found in the islands, and of the few wells which have been dug, the water is very brackish.

Cape Verde Islands, discovered by the Portuguese in 1446, and still retained by them, are 329 m. W. of the Cape, between lat. 14° 45′ and 17° 13′ N., and lon. 22° 45′ and 25° 25′ W. They are 16 in number, but some of them are barren rocks, and are chiefly noted for their trade in salt and leather. St. Jago, the principal, is about 160 m. in circumference. The climate is hot and unhealthy, though somewhat tempered by the sea-breeze, and the soil is extremely varied, but mostly fertile. The surface is generally mountainous, and the volcano of Fogo is 9,157 ft. in height. Cattle are extensively reared, and dried and salted provisions form a considerable export trade. The inhabitants (numbering 86,738 in 1850) are quiet and docile, but very indolent and ignorant—there being but one school in existence previous to 1810. These islands, together with the Portuguese possessions on the continent of Africa, near C. Roxo, constitute the "prov. of Cape Verde," the capital of which is Mindella, in the island of St. Vincent, and the whole is under a governor-general, who exercises both civil and military power. The group embraces 10 islands, viz: Sal, Boavista, Mayo, Santiago, (St. James, the largest), Forgo, Brava, Grande, Rombo, S. Nicolão, and S. Luzia; and 4 islets, viz: Branco, Razo, S. Vicente, and S. Antàs.

The Western Hemisphere comprises much the largest portion, and probably four-fifths of the area of the Pacific Ocean, according to the limits usually assigned to it. The term *Polynesia*, meaning "many islands," is used to designate the whole multitude of islands in the Pacific Ocean. The term *Oceanica*, or *Oceania*, is also used by some writers as embracing the same islands and region—a designation usually adopted by the French and other geographers of Europe. The islands are distributed into groups, irregularly scattered over the ocean, though by far the larger number of them are situated within its southern half, and especially between lat. 10° S. and 23° S. The largest of these groups, or Polynesian Archipelagoes, is the New Zealand group, and this is the only one of any considerable magnitude. All the remainder consist of groups of small size, the dimensions of which are insignificant, compared with the vast area over which they are dispersed. The geological formation of New Zealand is altogether volcanic. The smaller islands are physically divided into two classes: 1. The *mountainous* islands are mostly of volcanic origin, and this class comprises the Sandwich Islands, the Society Islands, and the Marquesas Islands, together with some of the Feejee, Friendlys, Navigators', and Cook's Islands: also the Ladrone, or Marianne, Islands. 2. The *coral* islands are low reefs, raised only a few feet above the level of the sea; this class includes the greater number of islands, though they are for the most part of exceedingly small dimensions. The Polynesian Islands are mainly comprehended within ten groups. Of these, three are north of the equator, viz: the Sandwich Islands, the Caroline Islands, and the Ladrone Islands. Seven are south of the equator, viz: the Feejee Islands, the Navigators' Islands, the Friendly Islands, Cook's or Hervey's Islands, the Society Islands, the Low Archipelago, and the Marquesas Islands.

The native inhabitants of the Polynesian Islands all belong to the Malay division of the human family. (In New Guinea, and the adjacent islands, the natives belong to the Papuan race—a branch of the Negro variety of mankind; and in some of the Polynesian Islands, this race has intermixed with the other, though not eastward of the Feejee Islands.) All the various dialects which they speak bear a general resemblance sufficient to indicate their common parentage, and to exhibit their Malay origin—an inference confirmed by numerous coincidences of manners, customs, and usages, which prevail through the whole extent of Polynesia.

The total population of Polynesia at the present time is unknown. However, it is certain that the population of all the islands with which European nations have had intercourse, has decreased, as is most clearly illustrated in the Sandwich and Society groups. On the other hand, causes of this decrease were in operation for a long period previous to the time of contact with the Europeans, viz: the frequent wars among the natives, the prevalence of infanticide among the women, and the extensive use of human sacrifices in the rites of their barbarous idolatry.

The Sandwich Islands, or Hawaii Group, form the most important of all the groups, and have acquired additional interest since the late rapid settlement of California. Their position is on the direct line of commercial intercourse between the western coasts of North America and the eastern countries of the Old World. They also form a common centre to the principal

whaling grounds in the North Pacific. The group consists of 13 islands, situated between lat. 18° 55′ and 22° 20′ N., and between long. 154° 50′ and 160° 40′ W. They extend in a curved line, from north-west to south-east, for a length of 400 miles. Six of them are mere islets; the other seven are inhabited. The aggregate area of the group is estimated at from 6,100 to 6,500 sq. m. The largest island is Hawaii, at the south-eastern extremity of the group, which has an area of about 4,200 sq. m. All of the islands are of volcanic formation; and they are high, steep, and mountainous, with many lofty summits. At the first aspect they exhibit to view (especially if approached from the westward or leeward side) nothing but bare and blackened rocks of lava, with steep volcanic ridges and irregular truncated cones, which descend to the sea in abrupt and jagged precipices. The climate is distinguished for its uniformity. The temperature is generally warm, averaging about 75°, and the difference between the warmer and cooler seasons does not exceed 6°. It seldom rains on the leeward side of these islands, and upon the western shores of Hawaii not a single brook is discharged into the sea for more than a hundred miles of coast. But on the opposite or windward side there is frequent rain, and numerous cataracts are seen to leap down the sides of the hills. The soil in the uplands is better adapted for grazing than agriculture: fine wheat is, however, raised here, and the valleys produce sugar, coffee, cotton, tobacco, arrow-root, mulberries, yams, sweet potatoes, taro, and cacao. Poultry and hogs are very numerous. Sandal-wood was formerly an important product, but the forests have been rapidly thinned, and little is now produced.

The population of these islands has decreased very greatly and rapidly since they were discovered. When Capt. Cook first visited them in 1778, he estimated the number of inhabitants at 400,000, but probably 300,000 would have been more correct. In 1823, or in 45 years, the number had diminished to about 140,000. An actual census in 1832, reported only 130,315; another in 1836, reported 108,579; and that in January, 1849, reported 80,641. The last census, taken in December, 1853, reported the native population at 71,108, consisting of 37,169 males, and 33,939 females. At the same time, there were 1,120 foreigners on the islands, making the aggregate number 73,228. This decrease has thus continued without interruption since the group was discovered, and will, ere many years, entirely destroy the native race. The chief causes of the more recent depopulation appear to have been the diseases of measles, whooping-cough, and small-pox. About 10,000 died of measles and whooping-cough in 1847–8; nearly the same number died in 1848 from the prevalence of small-pox, and in 1853, about 7,000 were carried off by the last-mentioned disease. Another cause of decrease is the number of young men who leave the islands in whaling vessels, and never return.

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